Aviation Safety Investigation Report 198800142

Hughes 269A

25 November 1988

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NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at www.atsb.gov.au.

Occurrence Number: 198800142 **Occurrence Type:** Accident
Location: Mt Florance - 150km South East Karratha WA
Date: 25 November 1988 **Time:** 1100
Highest Injury Level: Nil
Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	1
Total	**0**	**0**	**0**	**2**

Aircraft Details: Hughes 269A
Registration: VH-HRR
Serial Number: 630240
Operation Type: Private
Damage Level: Substantial
Departure Point: Mt Florance WA
Departure Time: 1100
Destination: Mt Florance WA

Approved for Release: March 16th 1989

Circumstances:

The pilot had been mustering for 2.5 hours. He then landed to refuel the aircraft and collect the passengers. As the pilot subsequently attempted to climb the aircraft, out of ground effect, he noticed the rotor and engine rpm had decayed. The pilot attempted a run-on landing, however, the aircraft landed heavily, the main rotor struck the tail boom and the tail shaft was severed. The pilot did not report any engine or aircraft system defect which might have contributed to the accident. He had relatively limited experience on the aircraft type and in the type of operation being conducted. The pilot's description of a decay in rotor rpm accompanied by a decay in engine rpm indicates overpitching of the main rotor. The pilot's general experience coupled with the hot/heavy/high and relatively confined circumstances of this take-off would have contributed to his attempting to introduce more collective pitch than the power available was able to support. This accident was not the subject of an on-site investigation.

Significant Factors:

The following factors were considered relevant to the development of the accident

1. The pilot was inexperienced in helicopter operations at high weights and high density altitudes.

2. The pilot did not maintain adequate rotor r.p.m. during the attempted take off.

3. The pilot was unable to prevent a heavy landing.