

**Aviation Safety Investigation Report
198601404**

Hughes 269C

29 January 1986

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Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the CEO of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the CEO of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

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: 198601404
Location: Moorabbin VIC
Date: 29 January 1986
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident

Time: 945

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

Aircraft Details: Hughes 269C
Registration: VH-IHV
Serial Number:
Operation Type: Aerial Work (Dual Training)
Damage Level: Substantial
Departure Point: Moorabbin VIC
Departure Time: 0945
Destination: Moorabbin VIC

Approved for Release: April 16th 1986

Circumstances:

The student had a total of 45 hours helicopter flying, and also had a Private Pilot Licence with 130 hours fixed wing experience. During a period of practice circuits and engine failures in 15 to 20 knot wind conditions, the student required several practice autorotative landings in order to reach a satisfactory standard. These exercises were commenced about 700 feet above the ground. During this period, the Tower advised that the wind strength had increased to 35 knots. Conditions remained stable and the instructor elected to continue with the training. A further engine failure after take-off was simulated from about 400 feet, and on successful completion of this manoeuvre, the instructor simulated a failure at 100 feet. On this occasion a high rate of descent developed and the instructor took control. The touchdown was firm, and was on the heels of the skids. The helicopter rocked forward and the main rotor struck the tail boom. It was considered probable that the aircraft had been affected by a reduction in wind speed at the time the engine failure was simulated. The low height at which the manoeuvre was being performed did not allow sufficient time for adequate corrective action to be taken to arrest the rate of descent.