

**Aviation Safety Investigation Report  
198600137**

**Hughes 269C**

**1 May 1986**

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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](http://www.atsb.gov.au).**

**Occurrence Number:** 198600137                      **Occurrence Type:** Accident  
**Location:** 5km East of Theda Station, 50 South of Kalumburu WA  
**Date:** 1 May 1986                                      **Time:** 1345  
**Highest Injury Level:** Nil  
**Injuries:**

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>

**Aircraft Details:** Hughes 269C  
**Registration:** VH-THY  
**Serial Number:**  
**Operation Type:** Aerial Work (Mustering)  
**Damage Level:** Substantial  
**Departure Point:** Theda Station WA  
**Departure Time:** 1345  
**Destination:** Theda Station WA

**Approved for Release:** May 1st 1987

**Circumstances:**

The pilot was engaged in mustering operations and was attempting transition from a low forward speed to an out of ground effect hover in order to turn a breakway beast. As he approached the hover, the helicopter experienced a sudden partial power failure. The pilot maintained the aircraft heading, lowered the collective lever and attempted to gain some forward airspeed. In the attempted landing with partial power, the helicopter struck the ground heavily and its main rotor blades hit a small sapling. The forced landing was made in light downwind conditions. Investigation revealed that the No 2 cylinder exhaust valve had failed in fatigue and the valve seat and retaining cap had failed in overload. Further testing indicated that the exhaust valve had been subjected to higher than normal operating temperatures which would have contributed to the premature failure of the valve.