Aviation Safety Investigation Report 199905806

Hughes Helicopters Hughes 300

09 December 1999

Aviation Safety Investigation Report 199905806

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director 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 Executive Director 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.

Aviation Safety Investigation Report

199905806

Occurrence Number: 199905806 Occurrence Type: Incident

Location: Moorabbin, Aerodrome

VIC State: **Inv Category:** 4

Date: Thursday 09 December 1999

Time: 1530 hours **Time Zone ESuT**

Highest Injury Level: None

Aircraft Manufacturer: Hughes Helicopters

269C Aircraft Model:

Aircraft Registration: VH-OCD **Serial Number:** 1153

Type of Operation: Instructional Unknown

Damage to Aircraft: Minor

Departure Point: Moorabbin Vic.

Departure Time:

Destination: Moorabbin Vic.

Approved for Release: Friday, February 25, 2000

During pilot training, while practicing hovering techniques, the helicopter incurred a hard landing. Damage to the helicopter consisted of bending of the skid tubes. There were no injuries to the pilot.

Although the pilot reported fluctuation of the engine RPM and engine roughness, a subsequent test run of the helicopter engine following removal to a test stand revealed no discrepancies. The reported engine fluctuations could not be duplicated.