

**Aviation Safety Investigation Report  
199704042**

**Hiller Aviation  
UH-12E**

**12 December 1997**

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

**Occurrence Number:** 199704042      **Occurrence Type:** Accident  
**Location:** Melrose Station  
**State:** QLD      **Inv Category:** 4  
**Date:** Friday 12 December 1997  
**Time:** 0930 hours      **Time Zone** EST  
**Highest Injury Level:** Minor  
**Injuries:**

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

**Aircraft Manufacturer:** Hiller Aviation  
**Aircraft Model:** UH-12E  
**Aircraft Registration:** VH-FBV      **Serial Number:** 5111  
**Type of Operation:** Non-commercial Spotting - Other  
**Damage to Aircraft:** Substantial  
**Departure Point:** Melrose Station Qld  
**Departure Time:** 0530 EST  
**Destination:** Melrose Station Qld

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Commercial	40.0	2000

**Approved for Release:** Monday, February 9, 1998

The pilot reported that while cruising at about 600 ft AGL, he heard a loud noise and the helicopter shook violently. He initiated autorotation and helicopter landed heavily a short time later. Both occupants escaped with minor injuries.

Subsequent investigation revealed that the transmission torsion coupling had broken, and two steel back up pins had sheared. The transmission failure had caused complete loss of torque to the main rotor. The tail rotor and gear box showed no evidence of pre-impact damage.

