

**Aviation Safety Investigation Report
199502112**

**Hughes Helicopters
500 "C"**

07 July 1995

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.

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

Occurrence Number: 199502112 **Occurrence Type:** Accident
Location: 59km NE Scone, (ALA)
State: NSW **Inv Category:** 4
Date: Friday 07 July 1995
Time: 1748 hours **Time Zone:** EST
Highest Injury Level: Serious
Injuries:

| | Fatal | Serious | Minor | None | Total |
|--------------|----------|----------|----------|----------|----------|
| Crew | 0 | 1 | 0 | 0 | 1 |
| Ground | 0 | 0 | 0 | 0 | 0 |
| Passenger | 0 | 2 | 0 | 0 | 2 |
| Total | 0 | 3 | 0 | 0 | 3 |

Aircraft Manufacturer: Hughes Helicopters
Aircraft Model: 369HS
Aircraft Registration: VH-BAD **Serial Number:** 1190211S
Type of Operation: Charter Passenger
Damage to Aircraft: Substantial
Departure Point: Glenrock Stn. NSW
Departure Time:
Destination: Glenrock Stn. NSW

Crew Details:

| Role | Class of Licence | Hours on Type | Hours Total |
|------------------|-------------------------|----------------------|--------------------|
| Pilot-In-Command | Commercial | 200.0 | 4000 |

Approved for Release: Thursday, September 12, 1996

The helicopter had been chartered for a wild-pig eradication program and was returning to its base at the conclusion of the day's activities. The pilot reported that the "engine" out light came on as he was climbing through a height of about 300 ft and at about 80 kts. In the subsequent forced landing, the helicopter touched down heavily on the side of a hill and rolled over. The three occupants escaped with minor injuries, but the helicopter was destroyed.

Investigation of the engine, its components, and fuel system failed to identify any defect likely to have caused the loss of power. However, it was noted during the course of the investigation that the reasons for a large percentage of reported engine failures in this type of helicopter were not determined.

Any results from research into safety deficiencies identified during this investigation will be published in the Bureau's Quarterly Safety Deficiency Reports.

