

**Aviation Safety Investigation Report
199400085**

**Schweizer Aircraft Corp
Hughes 300**

12 January 1994

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.

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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.

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: 199400085 **Occurrence Type:** Accident
Location: 25km NW Proserpine
State: QLD **Inv Category:** 4
Date: Wednesday 12 January 1994
Time: 0845 hours **Time Zone** EST
Highest Injury Level: Minor
Injuries:

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

Aircraft Manufacturer: Schweizer Aircraft Corp
Aircraft Model: 269C
Aircraft Registration: VH-CRY **Serial Number:**
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Substantial
Departure Point: Solomon Mine QLD
Departure Time: 0845 EST
Destination: Cairns QLD

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Commercial	37.0	2020

Approved for Release: Wednesday, March 23, 1994

The helicopter was hovering out of ground effect at about 15 m above ground level, with a right crosswind at 8-15 kt. As the pilot applied right pedal to turn more into wind, he felt a vibration and the helicopter commenced to rotate to the right. The pilot applied left pedal, moved the cyclic control forward, and lowered the collective pitch control in an attempt to recover the situation but the helicopter continued to rotate as it descended. After three or four rotations, the main rotor blades struck saplings and the pilot elected to land the helicopter. During the landing, the tail boom and then the main rotor contacted a log, resulting in substantial damage to the helicopter.