

**Aviation Safety Investigation Report  
199202576**

**Hughes Helicopters  
Hughes 300**

**21 May 1992**

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](http://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:** 199202576                      **Occurrence Type:** Accident  
**Location:** Corella Park Stn, 30 km NW Cloncurry  
**State:** QLD    **Inv Category:** 4  
**Date:** Thursday 21 May 1992  
**Time:** 1300 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	0	1	0	1
<b>Total</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>

**Aircraft Manufacturer:** Hughes Helicopters  
**Aircraft Model:** 269C  
**Aircraft Registration:** VH-AJC                      **Serial Number:** 311035  
**Type of Operation:** Non-commercial Business  
**Damage to Aircraft:** Substantial  
**Departure Point:** Corella Park Stn QLD  
**Departure Time:** 1300 EST  
**Destination:** Corella Park Stn QLD

**Approved for Release:** Monday, February 20, 1995

The pilot and passenger were conducting inspections at various company facilities in the area. They had landed at a drilling site for an inspection which lasted over one hour. After a routine start-up and lift-off to a low hover, the helicopter commenced to move forward but the main rotor blades struck the ground.

The pilot considered that he had been unable to obtain correct cyclic control response during the takeoff. No faults were found to indicate a control problem, although some parts at the top of the mast were substantially damaged during the accident.