

**Aviation Safety Investigation Report
199300092**

**Hiller Aviation
UH-12E**

23 January 1993

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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: 199300092 **Occurrence Type:** Accident
Location: 28km S Smithton
State: TAS **Inv Category:** 4
Date: Saturday 23 January 1993
Time: 1400 hours **Time Zone** ESuT
Highest Injury Level: None

Aircraft Manufacturer: Hiller Aviation
Aircraft Model: UH-12E
Aircraft Registration: VH-AGK **Serial Number:** G358
Type of Operation: Commercial Aerial Agriculture/Baiting
Damage to Aircraft: Substantial
Departure Point: Nabageena TAS
Departure Time:
Destination: Nabageena TAS

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Commercial	900.0	2800

Approved for Release: Thursday, June 10, 1993

During the procedure turn at the end of a spray run the engine power failed. During the ensuing forced landing the pilot had to overpitch the rotor to avoid power lines. The helicopter landed heavily fracturing the tail boom, damaging the main rotor blades, and collapsing the skids.

Inspection of the engine disclosed that the left exhaust pipe had fractured inside the carburettor heat shroud. The exhaust gases were then ingested by the engine with consequent total loss of power.

The exhaust pipe fracture was caused by fatigue occasioned by the unsupported nature of the installation. The shroud would have masked the fracture growth, which was not in evidence at the last inspection some 40 hours prior to failure.

Significant Factors:

1. The engine power failed due to a fractured exhaust pipe.
2. The pilot was forced to overpitch to avoid obstructions.
3. The helicopter landed heavily.