

**Aviation Safety Investigation Report  
198501403**

**Hiller UH-12E**

**9 October 1985**

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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).**

**Occurrence Number:** 198501403

**Occurrence Type:** Accident

**Location:** Cape Portland TAS

**Date:** 9 October 1985

**Time:** 1405

**Highest Injury Level:** Nil

**Injuries:**

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

**Aircraft Details:** Hiller UH-12E

**Registration:** VH-AGL

**Serial Number:**

**Operation Type:** Aerial Work (Cattle  
Mustering)

**Damage Level:** Destroyed

**Departure Point:** 9km South of Cape Portland  
TAS

**Departure Time:** 1405

**Destination:** Rushy Lagoon Homestead  
TAS

**Approved for Release:** April 17th 1986

**Circumstances:**

The pilot reported that while he was hovering the helicopter at about 25 feet agl, the engine suddenly lost power. He placed the helicopter in an autorotation but maintained the throttle setting that had been set while the aircraft was hovering. Just as the skids were about to contact the bushes, the engine momentarily regained power. The helicopter impacted the ground on its right hand side and fire broke out. Both the occupants escaped from the helicopter before it was destroyed by fire. An examination of the engine revealed that both valves in one cylinder had been striking the top of the piston, and the inlet valve was badly chipped. It was likely that when the inlet valve failed, a flashback occurred in the induction system, resulting in a complete loss of engine power. The engine regained power momentarily when the mixture build-up again reached a combustible level. Had the pilot closed the throttle when the engine initially failed, the sudden power surge should not have affected his ability to control the autorotation.