

**Aviation Safety Investigation Report  
198500152**

**Hughes 269C**

**26 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:** 198500152

**Occurrence Type:** Accident

**Location:** 62 km SE of Karratha WA

**Date:** 26 October 1985

**Time:** 1600

**Highest Injury Level:** Nil

**Injuries:**

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

**Aircraft Details:** Hughes 269C

**Registration:** VH-MSL

**Serial Number:**

**Operation Type:** Aerial Work-Positioning

**Damage Level:** Substantial

**Departure Point:** Mardie Station WA

**Departure Time:** 1600

**Destination:** Mundabullangana Station  
WA

**Approved for Release:** April 9th 1986

**Circumstances:**

As the helicopter was cruising at 1000 feet agl, the engine suffered a complete loss of power. An autorotation was commenced and the pilot headed the aircraft towards a clear area, to land. At the completion of the landing flare, the heel of the skids dug into the ground and the main rotor blades struck the tail boom. An examination of the engine determined that the fuel regulator diaphragm stem had suffered a fatigue failure. This allowed the diaphragm to shut off fuel flow to the engine. The pilot elected to carry out a zero speed touch down because he believed that the terrain was unsuitable for a run-on landing, but he misjudged the landing flare.