

**Aviation Safety Investigation Report
199000092**

Bell 206B

10 July 1990

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Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the CEO 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.

This accident was not formally investigated by the Bureau.

Occurrence Number: 199000092
 Occurrence Type: Accident

Location: Rudal River (320km E Newman) WA
 Date: 10 July 1990
 Time: 1543

Highest Injury Level: Nil

Injuries:

| | Fatal | Serious | Minor | None |
|--------------|----------|----------|----------|----------|
| Crew | 0 | 0 | 1 | 1 |
| Ground | 0 | 0 | 0 | - |
| Passenger | 0 | 0 | 0 | 3 |
| Total | 0 | 0 | 0 | 4 |

Aircraft Details: Bell 206B

Registration: VH-XDM

Serial Number: 664

Operation Type: Aerial Work

Damage Level: Substantial

Departure Point: Rudal River WA

Departure Time: N/A

Destination: Rudal River WA

Approved for Release: 30th October 1990

Circumstances:

The pilot reported that at approximately 150 feet after takeoff, the engine power began to reduce and the engine out warning sounded. An autorotational landing was carried out, during which the main rotor blades collided with the tail boom. Inspection of the engine and its components, indicated that a partially blocked fuel nozzle had caused uneven combustion which in turn, resulted in a loss of power output. The nozzle, which had been tested serviceable and installed in the engine one hour prior to the accident, was later found to contain a piece of foreign matter which caused an uneven spray pattern at high operating fuel pressures.