

**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](http://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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>

**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.