

**Aviation Safety Investigation Report
199603359**

**Robinson Helicopter Co
R22**

17 October 1996

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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: 199603359 **Occurrence Type:** Incident
Location: 6km SW Longreach, Aerodrome
State: QLD **Inv Category:** 4
Date: Thursday 17 October 1996
Time: 1300 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Robinson Helicopter Co
Aircraft Model: R22 BETA
Aircraft Registration: VH-BAG **Serial Number:** 1779
Type of Operation: Miscellaneous Ferry
Damage to Aircraft: Minor
Departure Point: Cunnamulla QLD
Departure Time: 1000 EST
Destination: Longreach QLD

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Commercial	160.0	208

Approved for Release: Wednesday, January 15, 1997

The helicopter was in level flight at 500 ft above ground level and nearing it's destination when, without warning the engine stopped. The pilot conducted a forced landing into a clearing, damaging the right skid. Post flight inspection revealed only a small quantity of fuel in both tanks.

The pilot later confirmed that the helicopter had run out of fuel. He said he had been "pushing" a headwind and had flown a higher indicated airspeed to maintain a reasonable ground speed. He was surprised that the actual fuel consumption was 38 Litres/hr instead of the 32 he planned on. He also said that the Fuel Low warning light was unserviceable and that the fuel gauges were inaccurate.