

**Aviation Safety Investigation Report  
199301252**

**Robinson Helicopter Co  
R22**

**07 May 1993**

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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:** 199301252      **Occurrence Type:** Accident  
**Location:** 35 km N Halls Creek  
**State:** WA      **Inv Category:** 3  
**Date:** Friday 07 May 1993  
**Time:** 1115 hours      **Time Zone** WST  
**Highest Injury Level:** Minor  
**Injuries:**

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

**Aircraft Manufacturer:** Robinson Helicopter Co  
**Aircraft Model:** R22 BETA  
**Aircraft Registration:** VH-HLK      **Serial Number:** 0813  
**Type of Operation:** Commercial      Aerial Mustering  
**Damage to Aircraft:** Substantial  
**Departure Point:** Palm Well WA  
**Departure Time:** 1045 WST  
**Destination:** Palm Well WA

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Commercial	5000.0	5350

**Approved for Release:** Friday, March 11, 1994

The pilot was positioning the aircraft so that a left-handed shooter could take aim and shoot from the left seat. The aircraft was at about 40 feet above ground level and with minimal forward speed when the engine suddenly began running roughly and, after several back-fires, stopped. The pilot was unable to enter auto-rotation and the aircraft landed heavily. The main rotor struck and severed the tail boom and the aircraft skids were flattened during the impact.

Inspection of the wreckage revealed that the fuel selector was partially closed and that insufficient fuel, for normal operation, was able to reach the engine. An assessment of the sequence of events indicates that it is probable that, as the shooter was positioning the rifle for the shot, its butt made contact with the unprotected fuel selector lever and moved it to the partially closed position. The height at which the engine failure occurred prevented the pilot from cushioning the landing.

### Safety Action

During the initial stages of the investigation, the Bureau issued Interim Recommendation IR930075 to the Civil Aviation Authority. It recommended:

That the Civil Aviation Authority advise R22 operators of the possibility for unintentional movement of the rear bulkhead mounted fuel selector and consider implementing a requirement for fuel selector protection to minimise inadvertent operation.

They subsequently advised that the Authority was in agreement with the recommendation and had issued an appropriate letter to all R22 operators on the matter. The Robinson Helicopter Company had also been advised of the accident and would be forwarded a copy of the letter.