Aviation Safety Investigation Report 199301537

Hughes Helicopters
Hughes 269

30 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.

Aviation Safety Investigation Report

199301537

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: 199301537 **Occurrence Type:** Accident
Location: Brookdale Station
State: QLD **Inv Category:** 4
Date: Sunday 30 May 1993
Time: 0930 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Hughes Helicopters
Aircraft Model: 269A
Aircraft Registration: VH-MAY **Serial Number:** 1181038
Type of Operation: Commercial Aerial Mustering
Damage to Aircraft: Substantial
Departure Point: Brookdale Station QLD
Departure Time: 0930 EST
Destination: Brookdale Station QLD

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Commercial	75.0	324

Approved for Release: Tuesday, October 12, 1993

The pilot stated that he had just refuelled the aircraft. The subsequent engine start and takeoff were normal. However, as the helicopter was accelerating through about 60 knots, the engine began to lose power, with decreasing RPM evident. As the pilot lowered the collective pitch control, the engine stopped. The pilot conducted an autorotation on to a road, but touched down in a high nose attitude and broke the right skid.

The engine had operated normally prior to the occurrence. The refuelling operation was the first from a newly opened drum but there was no indication of fuel contamination. Operation of the aircraft requires the fuel boost pump to be ON during takeoff and landing and when flying below 140 metres above ground level. The pilot was not certain that he had switched the pump on before takeoff. It is possible, therefore, that the engine failed due to fuel starvation.