

**Aviation Safety Investigation Report
199301652**

**Hughes Helicopters
269**

05 June 1993

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

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

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: 199301652 **Occurrence Type:** Accident
Location: 90km W Landor Station
State: WA **Inv Category:** 4
Date: Saturday 05 June 1993
Time: 1400 hours **Time Zone** WST
Highest Injury Level: None

Aircraft Manufacturer: Hughes Helicopters
Aircraft Model: 269B
Aircraft Registration: VH-XBN **Serial Number:** 96-0254
Type of Operation: Commercial Aerial Mustering
Damage to Aircraft: Substantial
Departure Point: 95 km W Landor Station WA
Departure Time: 1345 WST
Destination: 95 km W Landor Station WA

Crew Details:

| Role | Class of Licence | Hours on Type | Hours Total |
|------------------|-------------------------|--------------------------|--------------------|
| Pilot-In-Command | Commercial | 250.0 | 9000 |

Approved for Release: Monday, August 30, 1993

The aircraft was engaged in a shooting operation at the time of the accident. Whilst in a shallow descent about 180 feet above scrubby trees, the pilot applied power to fly away. The engine failed to respond and the main rotor RPM reduced. The pilot was forced to land the helicopter amongst the trees. It was reported that the power reduction may have been caused by a faulty fuel control unit.