

No: 10/90

Ref: EW/G90/08/09

Category: 2c

**Aircraft Type and Registration:** Hughes 269B, G-REBL

**No & Type of Engines:** 1 Lycoming HI0-360-A1A piston engine

**Year of Manufacture:** 1967

**Date and Time (UTC):** 12 August 1990 at 1259 hrs

**Location:** 1 nm west of Oxenhope, Yorkshire

**Type of Flight:** Private

**Persons on Board:** Crew - 1 Passengers - 1

**Injuries:** Crew - None Passengers - None

**Nature of Damage:** Damage to tail rotor and drive shaft

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 57 years

**Commander's Total Flying Experience:** 32 hours Fixed wing  
110 hours Rotary wing (of which 20 were on type)

**Information Source:** Aircraft Accident Report Form submitted by the pilot

Shortly after setting course for Blackpool and reaching his intended cruise altitude of 2000 ft, the pilot reduced power and turned off the fuel boost pump. Shortly thereafter, the engine lost power. The pilot entered autorotation and transmitted a "MAYDAY" call. In the descent the fuel boost pump was turned on again and the engine began to recover, but as the helicopter was by now close to the ground the pilot elected to land, since he was unsure of regaining full power. Before touchdown he selected the engine to 'idle cut off' and turned off the fuel. There was no level ground locally so he was forced to attempt a landing on a steep slope, during which the tail rotor contacted the ground. However, the aircraft remained erect and the pilot and passenger were able to make a normal exit from the aircraft unaided.

A subsequent examination of the helicopter, during which the engine was successfully re-started with the fuel boost pump on, showed a serious fuel leak to be present in one of the engine injector lines. With the boost off, fuel is gravity fed to the engine.

The helicopter underwent its most recent maintenance inspection, a 50 hr check, 45 days before the accident.