

**Aviation Safety Investigation Report  
199800605**

**Aerospatiale  
AS.355F1**

**26 February 1998**

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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

**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:** 199800605                      **Occurrence Type:** Incident  
**Location:** Sydney, Aerodrome  
**State:** NSW    **Inv Category:** 4  
**Date:** Thursday 26 February 1998  
**Time:** 1425 hours                                  **Time Zone**                      ESuT  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Aerospatiale  
**Aircraft Model:** AS.355F1  
**Aircraft Registration:** VH-UEE                      **Serial Number:** 5013  
**Type of Operation:** Commercial      Other  
**Damage to Aircraft:** Nil  
**Departure Point:** Sydney NSW  
**Departure Time:**  
**Destination:** Sydney NSW

**Crew Details:**

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Commercial	3000.0	12000

**Approved for Release:** Tuesday, March 3, 1998

A Twin Squirrel helicopter was approaching Sydney Airport on a St Peters 2 Inbound helicopter route. As the helicopter approached the airport maintenance area, the pilot advised the aerodrome controller that he had a hydraulic problem and requested a fire tender to meet him on arrival. As this was being arranged, the pilot further advised that there was now a strong smell of hydraulic fluid in the cabin and requested confirmation that a fire tender was awaiting his arrival. However, as the helicopter passed over runway 25, the pilot advised that he had lost hydraulic power to the tail rotor and was landing immediately. The helicopter landed safely on helipad 03. There was no fire or reported damage to the helicopter.

A ground inspection of the helicopter revealed that the right hydraulic system fluid reservoir outlet flange had cracked, resulting in loss of contents and subsequent loss of tail rotor control. The operator has submitted a Major Defect Report to the Civil Aviation Safety Authority.

