

**Aviation Safety Investigation Report
198500652**

Bell 47G-3B1

5 March 1985

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

Occurrence Number: 198500652 **Occurrence Type:** Accident

Location: Mt Riddock Station NT

Date: 5 March 1985 **Time:** 1015

Highest Injury Level: Serious

Injuries:

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Ground	0	0	0	-
Passenger	0	0	1	0
Total	0	1	1	0

Aircraft Details: Bell 47G-3B1

Registration: VH-ANG

Serial Number:

Operation Type: Aerial mustering

Damage Level: Substantial

Departure Point: Mt Riddock Station NT

Departure Time: 1015

Destination: Mt Riddock Station NT

Approved for Release: 9th May, 1985

Circumstances:

During mustering operations the pilot landed on two occasions in order to visually check the amount of fuel remaining. Although the second of these checks revealed an estimated endurance of 20 minutes, the pilot elected to carry out a further short mustering task before returning to the refuelling area about 4 kilometres away. While enroute to the refuelling point the engine suddenly stopped. The pilot entered auto-rotation but had to manoeuvre to avoid trees and the aircraft subsequently landed heavily. The investigation revealed that the aircraft was serviceable but the engine had failed due to fuel exhaustion. The last landing to check the fuel quantity was probably made on sloping ground and could account for the overestimation of fuel remaining, although below required reserves, at that time.