

**Aviation Safety Investigation Report  
198402331**

**Bell 206B**

**22 April 1984**

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 CEO 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 CEO 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:** 198402331  
**Location:** Nunawading VIC  
**Date:** 22 April 1984  
**Highest Injury Level:** Nil  
**Injuries:**

**Occurrence Type:** Accident

**Time:** N/A

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	3
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>

**Aircraft Details:** Bell 206B  
**Registration:** VH-UTS  
**Serial Number:**  
**Operation Type:** Corporate Flying  
**Damage Level:** Substantial  
**Departure Point:** Nunawading VIC  
**Departure Time:** N/A  
**Destination:** Heyfield VIC

**Approved for Release:** 18th September, 1985

**Circumstances:**

During the take-off, the engine instruments were checked while the helicopter was in a hover and no abnormalities were noted. Just as forward movement was commenced a loud noise was heard and all engine power was lost. A significant drop in rotor rpm occurred and the main rotor struck the tail boom during the subsequent forced landing. Inspection revealed a total mechanical failure of the engine compressor. The majority of compressor blades were found to be broken and the resulting degree of damage precluded identification of the location of the initial failure. However, the examination of sections of blades revealed corrosion pitting consistent with inadequate compressor washing servicing. The aircraft had been operating in a corrosive atmospheric environment and it is probable that the initial failure within the compressor resulted from corrosion induced fatigue.