

**Aviation Safety Investigation Report
198900246**

Kawasaki Bell 47

16 September 1989

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.

This accident was not formally investigated by the Bureau.

Occurrence Number: 198900246 **Occurrence Type:** Accident
Location: 20 km south-west of Argyle WA
Date: 16 September 1989 **Time:** 1408
Highest Injury Level: Nil
Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	1
Total	0	0	0	2

Aircraft Details: Kawasaki Bell 47
Registration: VH-JKX
Serial Number: 47B3BKH4
Operation Type: Aerial Work
Damage Level: Substantial
Departure Point: Turkey Creek Homestead
 WA
Departure Time: N/K
Destination: Dunham River Homestead
 WA

Approved for Release: 15th May 1990

Circumstances:

The flight was one of a number of sorties connected with a feral animal control program. Each sortie was approximately two hours duration. When approximately 32 kilometres north of Turkey Creek whilst returning from a sortie, the aircraft suffered an engine failure due to fuel exhaustion. An auto-rotation from approximately 150 feet above ground level was initiated. The most suitable landing site was an area of light timber surrounded by some larger trees with numerous ant hills nearby. At a height of approximately 15 feet above the ground, the pilot introduced pitch control to place the aircraft into a high flare in order to avoid a run-on landing into the trees and ant hills. The aircraft subsequently made a heavy touchdown.