

1. LOCATION OF OCCURRENCE

Margaret Beach, 67 miles north Derby, Western Australia	Height a.m.s.l. (ft) 5 feet	Date 15.11.70	Time (Local) 1155	Zone WST
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THE AIRCRAFT

Make and Model Bell 206A	Registration VH-SJJ	Certificate of Airworthiness	Valid from 29.9.67	Valid to 28.9.76
Registered Owner West Australian Helicopters Pty. Ltd., 65 Gordon Street, Osborne Park, Western Australia.	Operator Bristow Helicopters Pty. Ltd., 65 Gordon Street, Osborne Park, Western Australia	Degree of damage to aircraft Substantial		Other property damaged Nil
Defects discovered				

3. THE FLIGHT

Last or intended departure point Oobagooma Homestead	Time of departure 1125	Next point of intended landing Margaret Beach	Purpose of flight Pegging Mineral Claims	Class of operation Charter
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THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Shawn Michael STAINES	Pilot	31	Commercial	785	2757	Nil

5. OTHER PERSONS (All passengers and persons injured on ground)

Name	Status	Degree of injury	Name	Status	Degree of injury
Robert LLOYD-TAYLOR	Passenger	Serious			

6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of contravention

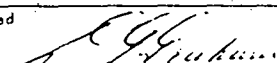
7. RELEVANT EVENTS

Before commencing operations from Oobagooma Homestead on a series of flights to be made for the purpose of pegging mineral claims, the pilot briefed all passengers on safety precautions in flight and on the ground. The briefing included instructions for movement near the helicopter while the rotors were in motion and a caution that the area near the tail rotor was to be avoided at all times. After landing a second time at Margaret Beach, the aircraft engine was held at flight idle power while passengers alighted and unloaded equipment. The aircraft was then moved to slightly higher, level ground and again held at flight idle while the pilot and the field assistant in charge of pegging discussed whether to continue pegging or stop for lunch. They decided to continue pegging and the field assistant then walked to an area to the right hand side and to the rear of the aircraft to pick up a box of pegging tapes. While returning to the aircraft and looking down at the box which was held in both hands, he walked around the rear of the helicopter and was struck on the head by the rotating tail rotor, which inflicted severe head injuries. The pilot considered that evacuation by air was unwise in view of possible shock loading having occurred to the helicopter transmission. A member of a picnic party, fortuitously at the beach, conveyed the injured man by boat to Cockatoo Island where a doctor gave medical attention pending the arrival of an aircraft which conveyed the injured passenger to Derby.

8. OPINION AS TO CAUSE

The cause of the accident was that a passenger did not exercise the degree of vigilance which must be maintained by persons in the vicinity of a helicopter on the ground with its engine running.

Report approved


(D.S. GRAHAM)

Designation

Assistant Director-General
(Air Safety Investigation)

Date

18.10.71

DEFINITIONS

ACCIDENT - An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all those persons have disembarked and in which

- (a) any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached to the aircraft; or
- (b) the aircraft suffers substantial damage.

FATAL INJURY - Any injury which results in death within 30 days.

SERIOUS INJURY - Any injury other than a fatal injury which

- (a) requires hospitalisation for more than 48 hours, commencing within seven days from the date the injury was received; or
- (b) results in a fracture of any bone (except simple fractures of fingers, toes or nose); or
- (c) involves lacerations which cause severe haemorrhages, nerve, muscle or tendon damage; or
- (d) involves injury to any internal organ; or
- (e) involves second or third degree burns, or any burns affecting more than five percent of the body surface.

MINOR INJURY - Any injury other than as defined under "Fatal Injury" or "Serious Injury".

DESTROYED - Consumed by fire, demolished or damaged beyond repair.

SUBSTANTIAL DAMAGE - Damage or structural failure which adversely affects the structural strength, performance or flight characteristics of the aircraft and which would normally require major repair or replacement of the affected component. The following types of damage are specifically excluded: engine failure, damage limited to an engine, bent fairings or cowling, dented skin, small punctured holes in the skin or fabric, taxi-ing damage to propeller blades, damage to tyres, engine accessories, brakes, or wingtips.

MINOR DAMAGE - Damage other than as defined under "Destroyed" or "Substantial Damage".