

**Aviation Safety Investigation Report
198401394**

Bell 206-B

5 August 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.

Occurrence Number: 198401394 **Occurrence Type:** Accident

Location: 9 km North East of Sydney Airport NSW

Date: 5 August 1984 **Time:** 951

Highest Injury Level: Serious

Injuries:

| | Fatal | Serious | Minor | None |
|--------------|----------|----------|----------|----------|
| Crew | 0 | 1 | 0 | 0 |
| Ground | 0 | 0 | 0 | - |
| Passenger | 0 | 3 | 0 | 0 |
| Total | 0 | 4 | 0 | 0 |

Aircraft Details: Bell 206-B

Registration: VH-FHB

Serial Number:

Operation Type: Aerial Work (TV
Photography)

Damage Level: Substantial

Departure Point: Channel 10 Helipad,

Departure Time: 0951

Destination: Channel 10 Helipad, Sydney
NSW

Approved for Release: September 3rd 1986

Circumstances:

The pilot brought the helicopter to a hover at 1000 feet agl, pointing approximately into wind. The aircraft began to yaw to the right and the pilot was unable to stop the resulting rotation. The helicopter descended in a steep nose down attitude and struck the ground heavily while still rotating to the right. The landing skids were torn off and the helicopter came to rest on its left side. No mechanical fault or defect was found with the helicopter which might have contributed to the development of the accident. It was considered likely that the aircraft experienced the phenomenon known as "tail rotor breakaway", which results in an uncommanded yaw to the right accompanied by a steep nosedown pitch change. The pilot was aware of the phenomenon, and had read various articles on the subject. However, much of the information available at the time was of a confusing and conflicting nature, and the recovery action employed by the pilot on this occasion was ineffective.