

**Aviation Safety Investigation Report
199400181**

**Bell Helicopter Co
JetRanger III
SOCATA - Groupe Aerospatiale
Tobago**

22 January 1994

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 Executive Director 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.

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

Occurrence Number: 199400181 **Occurrence Type:** Incident
Location: Adelaide
State: SA **Inv Category:** 4
Date: Saturday 22 January 1994
Time: 1700 hours **Time Zone** CSuT
Highest Injury Level: None

Aircraft Manufacturer: SOCATA - Groupe Aerospatiale
Aircraft Model: TB-10
Aircraft Registration: VH-BXE **Serial Number:** 253
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Nil
Departure Point: Parafield SA
Departure Time:
Destination: Parafield SA

Aircraft Manufacturer: Bell Helicopter Co
Aircraft Model: 206B (III)
Aircraft Registration: VH-UBH **Serial Number:** 3350
Type of Operation: Commercial Coastal Surveillance
Damage to Aircraft: Nil
Departure Point: Adelaide SA
Departure Time: 1552 CSuT
Destination: Adelaide SA

Approved for Release: Sunday, June 19, 1994

The pilot of VH-BXE, who was conducting a scenic coastal flight, was cleared initially at 1,500 feet and instructed to descend to 1,000 feet at Brighton Jetty.

The pilot of helicopter VH-UBH was operating on surf patrol duties, seawards of the coast not above 500 feet. As he was being given traffic on VH-BXE he noticed that aircraft to his right at about the same altitude, with 50-100 feet lateral separation. He queried its assigned altitude with air traffic control, who advised it should have been at 1,000 feet. The pilot of VH-BXE then reported climbing to 1000 feet.

The pilot of VH-BXE later stated that the normal cleared altitude for this particular flight is at 500 feet, and he had mistakenly descended to that altitude, although on this occasion the clearance had been at 1,000 feet.