

**Aviation Safety Investigation Report
199602540**

**Brantley Operators Inc.
B-2B**

13 August 1996

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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.

Occurrence Number: 199602540 **Occurrence Type:** Accident
Location: Brisbane
State: QLD **Inv Category:** 4
Date: Tuesday 13 August 1996
Time: 1000 hours **Time Zone** EST
Highest Injury Level: Serious
Injuries:

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

Aircraft Manufacturer: Brantley Operators Inc.
Aircraft Model: B-2B
Aircraft Registration: VH-LSV **Serial Number:** 323
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Substantial
Departure Point:
Departure Time:
Destination:

Approved for Release: Monday, September 30, 1996

The helicopter was being ground run after two of the three rotor blades had been refitted. The aircraft apparently experienced ground resonance and the main rotor struck the ground. The aircraft rolled over and came to rest against a tree. The sole male occupant was admitted to hospital.

Enquiries revealed the person operating the helicopter did not hold a pilots or engineers licence. The helicopter had apparently been purchased on behalf of another person with the intention of shipping it out of the country.

Since the person who was running the helicopter was released from hospital he has been pursued by the CASA for questioning, but has disappeared.

Ground running of helicopters must be performed by a licenced helicopter pilot, and if the helicopter is tied down, may be performed by a licenced engineer.
