

**Aviation Safety Investigation Report  
199300601**

**Robinson Helicopter Co  
R22**

**20 March 1993**

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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](http://www.atsb.gov.au).**

**Occurrence Number:** 199300601                      **Occurrence Type:** Accident  
**Location:** 3km S Wyong  
**State:** NSW    **Inv Category:** 3  
**Date:** Saturday 20 March 1993  
**Time:** 1638 hours                                      **Time Zone** EST  
**Highest Injury Level:** Fatal  
**Injuries:**

	Fatal	Serious	Minor	None	Total
Crew	1	0	0	0	1
Ground	0	0	0	0	0
Passenger	1	0	0	0	1
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>

**Aircraft Manufacturer:** Robinson Helicopter Co  
**Aircraft Model:** R22 BETA  
**Aircraft Registration:** VH-LTX                      **Serial Number:** 1996  
**Type of Operation:** Non-commercial Pleasure/Travel  
**Damage to Aircraft:** Destroyed  
**Departure Point:** Tuggerah NSW  
**Departure Time:** 1630 EST  
**Destination:** Tuggerah NSW

**Crew Details:**

		<b>Hours on</b>	
<u>Role</u>	<u>Class of Licence</u>	<u>Type</u>	<u>Hours Total</u>
Pilot-In-Command	ATPL 2nd Class	93.1	112

**Approved for Release:** Tuesday, November 22, 1994

The helicopter had been hired by the pilot to take family members on scenic flights in the local area. It was observed operating at low level between Tacoma and the F3 freeway during the afternoon. During its fourth flight it was observed flying low over the F3 freeway on a southerly heading then make a rapid 180 degree turn onto a northerly heading which it maintained for a short time. The helicopter then turned to the east and descended into a shallow depression where it collided with high tension power lines some 47 feet above ground level.

The high tension power lines span a depression on the eastern side of the F3 freeway. The wires are suspended between poles which are masked by trees on their western sides and are hidden from view when approached from the west at low level. The wire spans blend with the background vegetation. As the helicopter was approaching the wires from the west at low altitude it is probable that the pilot did not see the wires in time to avoid collision. The reason why the pilot was operating at that height at the time of the accident was not determined.

Investigation did not reveal any mechanical deficiencies with the helicopter which may have contributed to the accident.

Significant Factors:

The helicopter was operating at a very low height.

The high tension power lines are difficult to see when approached from the west at low level.