

**Aviation Safety Investigation Report
199503814**

**Robinson Helicopter Co
R22**

14 November 1995

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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director 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: 199503814 **Occurrence Type:** Accident
Location: Carse'Ogowrie Station
State: QLD **Inv Category:** 3
Date: Tuesday 14 November 1995
Time: 1030 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
Total	2	0	0	0	2

Aircraft Manufacturer: Robinson Helicopter Co
Aircraft Model: R22 BETA
Aircraft Registration: VH-JNA **Serial Number:** 971
Type of Operation: Commercial Aerial Mustering
Damage to Aircraft: Destroyed
Departure Point: Carse'Ogowrie Station QLD
Departure Time: 0945 EST
Destination: Carse'Ogowrie Station QLD

Crew Details:

		Hours on	
Role	Class of Licence	Type	Hours Total
Pilot-In-Command	Commercial	1292.2	1728

Approved for Release: Friday, May 10, 1996

The crews of two helicopters had been engaged in survey work. On the morning of the accident, the second helicopter became unserviceable. The pilot and passenger, in conjunction with the pilot of the grounded helicopter, decided to continue on their own. About 45 minutes after commencing the flight, the helicopter flew up a dry creek line and struck a high-voltage single wire powerline. The line severed the flying controls at the mast. All control was then lost and the helicopter crashed into the dry creek bed.

When electrical power was lost at the cattle station homestead, search parties were sent in both directions along the powerline. The wreckage of the helicopter was found about 45 minutes after the power was lost.

The span of the SWER (single wire earth return) line struck by the helicopter was 490 m and was strung between two hilltops. The point of impact was approximately 40 m above the creek bed and about 20 m above the general tree canopy. This was the pilot's second day at the station. He was not familiar with the area south of the homestead which included the crash site.

Significant factors

The following factors were considered relevant to the development of the accident:

1. The pilot was flying the helicopter at low level in a survey/mustering operation.
2. The second helicopter which had been used for lookout duties was unserviceable.
3. The pilot was unfamiliar with the area.
4. He did not see the SWER line in time to avoid a collision.
5. Control of the helicopter was lost when the wire cut control rods.