

**Aviation Safety Investigation Report  
198801394**

**Aerospatiale SA365C-1**

**13 September 1988**

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.

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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).**

This accident was not the subject of an on-site investigation.

**Occurrence Number:** 198801394                      **Occurrence Type:** Accident  
**Location:** Essendon VIC  
**Date:** 13 September 1988                      **Time:** 1430  
**Highest Injury Level:** Serious  
**Injuries:**

	Fatal	Serious	Minor	None
Crew	0	1	4	4
Ground	0	0	0	-
Passenger	0	0	0	0
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>

**Aircraft Details:** Aerospatiale SA365C-1  
**Registration:** VH-PVF  
**Serial Number:** 5042  
**Operation Type:** Aerial Work  
**Damage Level:** Nil  
**Departure Point:** Essendon VIC  
**Departure Time:** 1422  
**Destination:** Essendon VIC

**Approved for Release:** 5 April 1989

**Circumstances:**

The helicopter pilot was being examined by a Civil Aviation Authority Examiner of Airmen for a rappelling endorsement. The helicopter and crew were also involved in rappelling refresher training for police crewmen. While the helicopter was in a stable hover at 80 feet AGL over an obstacle free area and in ideal weather conditions, two trained crewmen rappelled from the helicopter. Both crewmen departed the helicopter simultaneously but the crewman on the right side misjudged the time for braking before ground contact and struck the ground heavily.

**Significant Factors:**

It was considered that the following factor was relevant to the development of this accident

- 1 The crewman misjudged his braking height above ground while rappelling.