1

Aviation Safety Investigation Report 199000590

Aerospatiale AS350B

22 June 1990

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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the CEO 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: 199000590 Occurrence Type: Accident

Location: Whistle Duck Creek (70km E Wauchope NT) NT **Date:** 22 June 1990 **Time:** 1030

Highest Injury Level: Nil

Injuries:

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

Aircraft Details: Aerospatiale AS350B

Registration: VH-SRB **Serial Number:** 1106

Operation Type: Aerial Work **Damage Level:** Substantial

Departure Point: N/K **Departure Time:** N/K **Destination:** N/K

Approved for Release: 3rd August 1990

Circumstances:

The pilot was supporting a survey team in the field and was positioning to pick up some team members. The landing site chosen had been used to drop off the team members and although level, it was situated on a rocky knob in a gully. The wind at the time was about twenty knots and gusting from the South-East. The pilot initiated an approach into wind, but elected to fly the aircraft partially sideways to overcome what he described as restricted visibility from the cockpit. Just before touchdown the gusty wind caused the tail to swing and the tail rotor struck a small cairn of rocks. The tail rotor, tail boom and drive train were damaged.

Significant Factors:

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

1. Operational hazard - confined landing area and gusty winds. This accident was not the subject of an on-scene investigation.