

**Aviation Safety Investigation Report  
198803493**

**Robinson R22-Beta**

**2 November 1988**

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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:** 198803493                      **Occurrence Type:** Accident  
**Location:** 4km SW Dynevor Downs Station QLD  
**Date:** 2 November 1988                      **Time:** 1510  
**Highest Injury Level:** Nil  
**Injuries:**

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

**Aircraft Details:** Robinson R22-Beta  
**Registration:** VH-HLI  
**Serial Number:** 744  
**Operation Type:** Private  
**Damage Level:** Substantial  
**Departure Point:** Dynevor Downs - 54 km  
ESE Thargomindah QLD  
**Departure Time:** 1450 (approx)  
**Destination:** Dynevor Downs QLD

**Approved for Release:** February 28th 1989

#### **Circumstances:**

The pilot commenced mustering at about 0500 hours, flew for three hours, then carried out routine station duties until it was time to muster another paddock. After approximately 20 minutes airborne he decided to land for a drink of water, which he carried in the helicopter. As the helicopter passed through 10-15 feet on approach, the pilot heard a loud noise, which only lasted for a moment, then the helicopter began to rotate. He lowered the collective and landed the machine upright after two revolutions. Investigation revealed that the tail rotor assembly had hit a small mulga sapling, causing the tail rotor and gearbox to separate from the helicopter. The pilot could not recall having sighted the sapling as he approached to land. Outside air temperature at the time of the accident was plus 38°C.

#### **Significant Factors:**

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

1. The pilot was probably suffering from fatigue or heat stress.
2. The pilot did not see and avoid the tree during the approach.

#### **Reccomendations:**

At the time of the accident the pilot had been on duty, both flying and station duties, for in excess of 10 hours in temperatures close to 40°C. It is recommended that the Civil Aviation Authority through the Aviation Safety Digest remind pilots and operators of the insidious effects of heat stress on the human body.