

**Aviation Safety Investigation Report
198300063**

Hiller UH-12E

10 October 1983

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: 198300063 **Occurrence Type:** Accident
Location: Longton Stn, 146 km SSW of Charters Towers QLD
Date: 10 October 1983 **Time:** N/K
Highest Injury Level: Fatal
Injuries:

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Ground	0	0	0	-
Passenger	1	0	0	0
Total	2	0	0	0

Aircraft Details: Hiller UH-12E
Registration: VH-FFC
Serial Number:
Operation Type: Property Inspection
Damage Level: Destroyed
Departure Point: 9 Mile Dam, Longton Stn
Departure Time: N/K
Destination: 10 Mile Dam, Longton Stn
QLD

Approved for Release: 12th June, 1984

Circumstances:

The pilot, with his wife as passenger, was conducting a bore inspection. A search was instigated when the helicopter did not return by night fall. The wreckage was found the next morning. The helicopter had struck the ground in an inverted attitude amongst trees in a dry swamp. There were no witnesses to the accident. The subsequent investigation concluded that control of the helicopter had been lost at a low height and the helicopter had crashed inverted while the rotor was under positive 'g' flight loads, with little rolling motion. No evidence of pre-accident failure of the helicopter or occupant incapacitation was found. Examination of the wreckage and the surrounding area indicated that the helicopter had struck a tree, by settling into its crown, prior to control being lost. No reason for the descent into the tree could be established. It is probable that, following the tree strike the pilot over-reacted with the collective control and was then unable to regain control of the helicopter in the height available.