

**Aviation Safety Investigation Report  
198903766**

**Bell 47 G3-B1**

**19 April 1989**

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](http://www.atsb.gov.au).**

This accident was not subject to on site investigation.

**Occurrence Number:** 198903766      **Occurrence Type:** Accident  
**Location:** 15 km WSW of Avon Downs QLD  
**Date:** 19 April 1989      **Time:** 800  
**Highest Injury Level:** Nil  
**Injuries:**

	Fatal	Serious	Minor	None
Crew	0	0	2	2
Ground	0	0	0	-
Passenger	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>

**Aircraft Details:** Bell 47 G3-B1  
**Registration:** VH-ANG  
**Serial Number:** 6558  
**Operation Type:** Private  
**Damage Level:** Substantial  
**Departure Point:** Avon Downs QLD  
**Departure Time:** 0750  
**Destination:** Avon Downs QLD

**Approved for Release:** 20 June 1989

#### **Circumstances:**

The pilot reported that during a mustering operation he had descended to tree top height to force out a mob of cattle. He then turned downwind towards some other animals, and increased power. The helicopter did not respond as he had expected and began to lose height. The pilot stated that there was insufficient room to recover and he guided the helicopter into the only clearing available. The aircraft landed heavily, and the main and tail rotor blades struck trees. The pilot reported that the wind was gusting to 15 knots at the time of the accident. The pilot stated that he did not notice any symptoms of engine malfunction and was unsure if the sink was due to insufficient power or overpitching. No engine defects were evident during examination after the accident. The reaction of the helicopter was most likely due to the combined effects of turning downwind and possible overpitching.

#### **Significant Factors:**

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

1. Operational hazards - the pilot was operating at a low height above the ground with limited areas available for a forced landing.
2. The aircraft suffered a loss of performance for reasons which were not positively determined.