

**Aviation Safety Investigation Report
198903763**

Hiller UH12-E

6 April 1989

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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.

Occurrence Number: 198903763 **Occurrence Type:** Accident
Location: Clintonvale (18 km N of Warwick) QLD
Date: 6 April 1989 **Time:** 810
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: Hiller UH12-E
Registration: VH-PYH
Serial Number: 5187
Operation Type: Aerial work
Damage Level: Destroyed
Departure Point: Clintonvale QLD
Departure Time: 0800
Destination: Clintonvale QLD

Approved for Release: June 28th 1989

Circumstances:

The pilot was spraying a crop of potatoes. The rows in the paddock ran north-south and there was a powerline running from just outside the paddock at the south-western corner to about one swath width inside the paddock at the north-western corner. Spraying of the bulk of the paddock had been completed, with runs aligned with the rows. The runs were shortened on the western edge to avoid flying under the powerline. There was an easterly drift in the breeze, which the pilot assessed as 2 to 3 knots. He started a cleanup run along the western edge tracking from north to south, intending to use the drift to carry the spray under the wires into the corner of the paddock. The pilot selected an aiming point at the far end of the paddock so that the helicopter would fly parallel to the powerline. During the run the helicopter became entangled in the wires and crashed before catching fire. The pilot had made no allowance for drift in selecting the aiming point. This accident was not the subject of an on-site investigation and information on the occurrence was provided by the pilot.

Significant Factors:

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

1. Pilot made insufficient allowance for wind conditions.
2. Pilot misjudged aiming point for spray run.
3. Pilot did not adequately monitor aircraft track.