

**Aviation Safety Investigation Report  
198700723**

**Hiller UH12-E**

**11 March 1987**

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).**

**Occurrence Number:** 198700723                      **Occurrence Type:** Accident  
**Location:** Elizabeth Downs Station (135 km SW Darwin) NT  
**Date:** 11 March 1987                      **Time:** 915  
**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:** Hiller UH12-E  
**Registration:** VH-MJV  
**Serial Number:**  
**Operation Type:** Private-Mustering  
**Damage Level:** Substantial  
**Departure Point:** Elizabeth Downs Station NT  
**Departure Time:** 0915  
**Destination:** Elizabeth Downs Station NT

**Approved for Release:** June 29th 1987

**Circumstances:**

The pilot was directing cattle through a gate when a cow turned and began to walk back towards the helicopter. It stopped in front of the aircraft before charging. The pilot applied back cyclic and up collective in an attempt to avoid the animal but the tail rotor struck the ground. The helicopter began to yaw and the pilot landed the aircraft immediately. It continued to yaw after the landing and the landing skid assembly was substantially damaged. The pilot was relatively inexperienced on the helicopter type, having the majority of his recent experience on more powerful and responsive types. On this occasion, the rate of cyclic application was too great and not compensated for by the collective input. This accident was not the subject of an on-site investigation.