

**Aviation Safety Investigation Report  
198800720**

**Bell 47G-3B1**

**17 June 1988**

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:** 198800720                      **Occurrence Type:** Accident  
**Location:** 75 km NNW Robinson River HS NT  
**Date:** 17 June 1988                      **Time:** 1100  
**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:** Bell 47G-3B1  
**Registration:** VH-CSI  
**Serial Number:** 6504  
**Operation Type:** Aerial Work  
**Damage Level:** Substantial  
**Departure Point:** Robinson River HS NT  
**Departure Time:** 1020  
**Destination:** Robinson River HS NT

**Approved for Release:** November 9th 1988

**Circumstances:**

The pilot was herding a bull along a shallow valley and he decided to hover behind it. He entered the hover about 20 feet above the trees from a slight descent and with some right lateral movement. The heading of the helicopter was westerly in a wind from the south at 10 knots. The pilot then initiated a pedal turn into wind. The helicopter stopped turning when nearly into wind and the pilot added almost full left pedal to complete the turn. The helicopter then began to rotate smoothly and rapidly to the right, and the pilot applied full left pedal in an attempt to stop the yaw. As the application of full left pedal had no effect, the pilot closed the throttle but there was no perceptible reduction in the rate of turn. The helicopter rotated through at least 360 degrees before striking the trees and crashing on its side. The on site investigation did not reveal any mechanical defects or anomalies that would have contributed to the loss of tail rotor control.

**Significant Factors:**

It was considered that the following factor was relevant to the development of the accident Loss of tail rotor control for undetermined reasons.