

**Aviation Safety Investigation Report  
198803432**

**Bell 206 L-1**

**11 February 1988**

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

**Occurrence Number:** 198803432

**Occurrence Type:** Accident

**Location:** Port Douglas QLD

**Date:** 11 February 1988

**Time:** 630

**Highest Injury Level:** Nil

**Injuries:**

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>

**Aircraft Details:** Bell 206 L-1

**Registration:** VH-FTV

**Serial Number:** 45241

**Operation Type:** Aerial Work

**Damage Level:** Substantial

**Departure Point:** Port Douglas QLD

**Departure Time:** 0612

**Destination:** Lockhart River QLD

**Approved for Release:** February 28th 1989

#### **Circumstances:**

The pilot had decided to discontinue the flight due to deteriorating weather conditions. As he was approaching Port Douglas the visibility decreased to the extent that he was unable to maintain visual contact with the coastline. The pilot said that he decreased power to reduce forward speed in an attempt to maintain visual contact, and shortly after this he felt a bump and directional control was lost. The aircraft landed in about 1.5 metres of water some 600 metres from the shoreline. Damage to the tailrotor blades and gearbox, which had separated from the aircraft, indicated that the tailrotor had struck the water before separation.

#### **Significant Factors:**

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

1. The pilot encountered rapidly deteriorating visibility which prevented him from maintaining visual flight, and he misjudged the altitude of the aircraft above the water.