

**Aviation Safety Investigation Report
198803957**

Robinson R22

14 December 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.

Occurrence Number: 198803957 **Occurrence Type:** Incident
Location: Westmoreland Station (120 km NW Burketown) QLD
Date: 14 December 1988 **Time:** 1800
Highest Injury Level: Nil
Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	0	0
Ground	0	0	0	-
Passenger	0	0	0	0
Total	0	0	0	0

Aircraft Details: Robinson R22
Registration: VH-UXL
Serial Number: 0100
Operation Type: Aerial Work (Stock Inspection)
Damage Level: Substantial
Departure Point: Westmoreland Camp QLD
Departure Time: N/A
Destination: Westmoreland Camp QLD

Approved for Release: 15 February 1989

Circumstances:

The pilot reported that he had landed at the mustering camp and prior to disembarking had placed a rubber stop over the collective lever. This was necessary as the lever would rise if no restraint was applied to it. He wanted a "relief break" and to deliver a parcel to one of the men at the camp. Having been out of the helicopter for a few minutes as he started to walk back to it the aircraft lifted off the ground rolled and came to rest on its left side. When he was able to return to the cabin he found that the stop was no longer on the collective lever. The pilot claimed a total experience of 7500 hours including 200 on type. He has flown a total of 250 hours in the last 90 days 80 hours on the last 30 days and 6 hours on the last 24 hours. These times included 17 hours on type in the last 30 days and 6 hours on type in the last 24 hours. During conversation the pilot reported that he was aware of three incidents in Queensland and two in Western Australia where R22's without the pilot in the aircraft had performed a similar manoeuvre. There is no manufactured collective lever restraint system in the aircraft and each operator makes up his own means of tie-down because the practice of leaving the helicopter when the engine is running is quite common.

Significant Factors:

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

1. The aircraft was not designed with a collective lever restraint system.
2. The pilot left the aircraft with the engine running.
3. The collective lever became unrestrained and rose increasing engine power output etc.