

**Aviation Safety Investigation Report  
198900826**

**Bell 47G-3B1**

**15 September 1989**

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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.

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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:** 198900826  
**Location:** Katherine Gorge NT  
**Date:** 15 September 1989  
**Highest Injury Level:** Nil  
**Injuries:**

**Occurrence Type:** Accident

**Time:** 1815

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>

**Aircraft Details:** Bell 47G-3B1  
**Registration:** VH-HMU  
**Serial Number:** 3392  
**Operation Type:** Aerial Work  
**Damage Level:** Substantial  
**Departure Point:** Katherine Gorge NT  
**Departure Time:** 1815  
**Destination:** Katherine Gorge NT

**Approved for Release:** 15th November 1989

**Circumstances:**

The helicopter took off and entered a hover in ground effect before a climbing turn to the left was initiated from approximately 10 feet above ground level(agl). Immediately the turn was commenced the helicopter started to lose mainrotor rpm. The terrain drops away from the heli-pad and the helicopter was now 35 to 40 feet agl. The pilot attempted to regain rotor rpm by lowering the collective and increasing throttle, however, RPM was not regained and the helicopter continued in the descent until ground impact. The pilot was interviewed by an Examiner of Airmen who was of the opinion that the symptoms described by the pilot indicated that the mainrotor was overpitched during the climbing turn.