

**Aviation Safety Investigation Report
198400044**

Bell 47 G5-A

23 October 1984

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.

Occurrence Number: 198400044 **Occurrence Type:** Accident
Location: Miranda Downs, 80 km NE of Normanton, QLD
Date: 23 October 1984 **Time:** 530
Highest Injury Level: Minor
Injuries:

| | Fatal | Serious | Minor | None |
|--------------|----------|----------|----------|----------|
| Crew | 0 | 0 | 0 | 0 |
| Ground | 0 | 0 | 0 | - |
| Passenger | 0 | 0 | 1 | 0 |
| Total | 0 | 0 | 2 | 0 |

Aircraft Details: Bell 47 G5-A
Registration: VH-BHQ
Serial Number:
Operation Type: Cattle Mustering
Damage Level: Substantial
Departure Point: Miranda Downs QLD
Departure Time: 0530
Destination: Miranda Downs QLD

Approved for Release: 27th March, 1985

Circumstances:

The helicopter was hovering at about 100 feet agl when the engine stopped. A heavy landing followed. The pilot reported that he knew the aircraft normally had an endurance of approximately 220 minutes. On this flight he had been operating for 210 minutes, the task was almost completed and the refuelling point was a short distance away. He continued for a short time with the fuel gauges indicating empty in order to complete the task. The engine failed over an area of trees and the subsequent manoeuvring and flight to the closest open area resulted in insufficient rotor RPM being available to complete an autorotative landing.