

**Aviation Safety Investigation Report
198400031**

Robinson R22

1 August 1984

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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.

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:	198400031				Occurrence Type:	Accident			
Location:	Brooklyn Station, 44 km West of Goondiwindi QLD								
Date:	1 August 1984				Time:	N/A			
Highest Injury Level:	Nil								
Injuries:									
		Fatal	Serious	Minor	None				
Crew	0	0	1	1					
Ground	0	0	0	-					
Passenger	0	0	0	0					
Total	0	0	0	1					

Aircraft Details: Robinson R22
Registration: VH-UXD
Serial Number:
Operation Type: Flood Relief
Damage Level: Substantial
Departure Point: Brooklyn Station QLD
Departure Time: N/A
Destination: Brooklyn Station QLD

Approved for Release: 5th September, 1985

Circumstances:

The pilot landed the helicopter to allow his passenger to alight. The engine was left running, the cyclic frictioned and collective held fully down. The pilot then felt a low frequency vibration begin and almost immediately the left side of the helicopter lifted and the tail swung to the right. Control inputs by the pilot had no effect and the helicopter rolled onto its side. One of the four belts providing drive to the transmission had jumped off the sheave, for reasons which could not be established. The belt had become wrapped around the clutch shaft and had caused a sudden braking action to the main rotor blades. This braking force was of such a magnitude that the fuselage yawed in an inertia reaction. The right skid dug into the soft ground and a dynamic roll-over resulted.