

**Aviation Safety Investigation Report
198500154**

Robinson R22

13 NOVEMBER 1985

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: 198500154 **Occurrence Type:** Accident
Location: 37 km South of Whim Creek WA
Date: 13 NOVEMBER 1985 **Time:** 1450
Highest Injury Level: Nil
Injuries:

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

Aircraft Details: Robinson R22
Registration: VH-UXE
Serial Number:
Operation Type: Aerial Work-Cattle
Mustering
Damage Level: Destroyed
Departure Point: Croydon Yard, 30 km South
of Whim Creek WA
Departure Time: 1450
Destination: Croydon Yard WA

Approved for Release: March 14th 1986

Circumstances:

The pilot was mustering a herd of cattle across a tree lined dry creek bed, when the mob scattered. He positioned the helicopter at tree top height to block the escape of the cattle from the creek. The rotor RPM rapidly decayed and the pilot was unable to prevent the aircraft sinking and landing heavily on the bank of the creek. The pilot attempted to bring the helicopter to a hover in a 15 knot downwind. At the time the helicopter was being operated near to the maximum all up weight in ambient temperatures of about 45 degrees celcius. Insufficient power was available to maintain flight in these conditions.