

**Aviation Safety Investigation Report
198300036**

Bell 47G-5A

20 June 1983

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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: 198300036
Location: 59 Km South of Normanton QLD
Date: 20 June 1983
Highest Injury Level: Fatal
Injuries:

Occurrence Type: Accident
Time: 1700(APRX)

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

Aircraft Details: Bell 47G-5A
Registration: VH-AAW
Serial Number:
Operation Type: Miscellaneous - Ferry
Damage Level: Destroyed
Departure Point: Magoura Station QLD
Departure Time: 1700(APRX)
Destination: Washpool Muster Camp
QLD

Approved for Release: 24th September, 1985

Circumstances:

On the morning of the accident a periodic inspection had been completed on the aircraft. Following this inspection, the pilot, accompanied by an engineer, carried out a satisfactory test flight in the helicopter. The pilot then lunched with the engineers and after farewelling them at the airport was driven to the helicopter to prepare for the flight back to the mustering camp. The helicopter was later observed by a stockman who was travelling in a vehicle towards the mustering camp. When the helicopter was first seen it was flying at a height of about 200 feet above the tops of the trees in the direction of the camp. It then appeared to stop, turn abruptly through 90 degrees to the left, roll to the left and spin through 360 degrees before impacting the ground inverted. At about the same time as the helicopter turned to the left an object was seen to fly horizontally away from the aircraft to the right. After ground impact a fire broke out and engulfed the wreckage. An extensive search of the area failed to locate the object that had fallen from the helicopter. However it is believed that the object may have been one of several cans of oil or grease the pilot was known to have carried in the aircraft. The examination of wreckage did not reveal any defect in the helicopter which was likely to have contributed to the occurrence. The reason for the loss of control by the pilot could not be determined.