

**Aviation Safety Investigation Report
199003073**

Bell 47-G5

30 May 1990

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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.

This accident was not formally investigated by the Bureau.

Occurrence Number: 199003073 **Occurrence Type:** Accident
Location: Maggieville (28 km NNE Normanton) QLD
Date: 30 May 1990 **Time:** 1815
Highest Injury Level: Nil
Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	2
Total	0	0	0	3

Aircraft Details: Bell 47-G5
Registration: VH-AEO
Serial Number: 25034
Operation Type: Private
Damage Level: Substantial
Departure Point: Maggieville QLD
Departure Time: N/A
Destination: Maggieville QLD

Approved for Release: 3rd July 1990

Circumstances:

The pilot reported that he took off into the north towards trees about 50 metres from the lift off point. He accelerated the helicopter through translational lift speed but had to climb soon after to avoid the trees, which were some five metres high. Once above the trees, the helicopter began to descend and lose performance. The pilot applied full collective pitch but was unable to prevent the aircraft descending into the trees. The pilot reported that winds in the area had been predominantly from the south for a number of days. Although conditions at ground level at the time of the takeoff were fairly calm, there may have been a southerly wind component above tree-top level. This, coupled with the relatively high operating weight of the helicopter might have been sufficient to cause the loss of performance described.