

**Aviation Safety Investigation Report
198500130**

Bell 206-B

23 March 1985

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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: 198500130
Location: Karratha WA
Date: 23 March 1985
Highest Injury Level: Minor
Injuries:

Occurrence Type: Accident

Time: 1150

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

Aircraft Details: Bell 206-B
Registration: VH-KXV
Serial Number:
Operation Type: Carriage of Freight
Damage Level: Substantial
Departure Point: Cape Preston WA
Departure Time: 1150
Destination: Karratha WA

Approved for Release: 29th August, 1985

Circumstances:

The pilot deposited the sling load of delicate instruments on the ground. To avoid dropping the shackle on the load, and because of the proximity of a hangar to the left, he moved the helicopter to the right. The movement, together with type of shackle used and the design of the hook, resulted in the load not being released. Prior to the flight the pilot had not insisted on the fitment of external load observation mirrors. While leaning out of the helicopter to check that the load had been released, he inadvertently caused the helicopter to move further to the right. The resulting tension on the cable connecting the hook and the load induced dynamic rollover. The pilot attempted unsuccessfully to correct the roll and during the subsequent landing the main rotor struck the ground. Use was not made of an available and qualified marshaller.