

**Aviation Safety Investigation Report**  
**198602327**

**Bell 47 G2**

**25 May 1986**

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**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](http://www.atsb.gov.au).**

**Occurrence Number:** 198602327  
**Location:** Camden NSW  
**Date:** 25 May 1986  
**Highest Injury Level:** Nil  
**Injuries:**

**Occurrence Type:** Accident

**Time:** 1430

	Fatal	Serious	Minor	None
Crew	0	0	2	2
Ground	0	0	0	-
Passenger	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>

**Aircraft Details:** Bell 47 G2  
**Registration:** VH-OCT  
**Serial Number:**  
**Operation Type:** Private  
(Practice/Familiarisation)  
**Damage Level:** Substantial  
**Departure Point:** Camden NSW  
**Departure Time:** 1430  
**Destination:** Camden NSW

**Approved for Release:** January 22nd 1987

**Circumstances:**

The aircraft had recently been sold, and had been ferried from Moorabbin to Camden by the previous owner, Mr Bird. The Chief Flying Instructor for the company which had purchased the aircraft arranged to be taken for a re-familiarisation flight, as he had not flown the type for almost one year. During a practice autorotative landing, the helicopter fell heavily to the ground from a height of about 6 feet. The tail boom was severed and the bubble canopy was shattered. The matter of which pilot was in command and which was manipulating the controls has not yet been resolved. Each pilot denied that he was manipulating the controls at the time of the accident. There had evidently been an inadequate briefing as to individual responsibilities during the flight. During the autorotation, whichever pilot was at the controls misjudged the height of the helicopter when the flare was commenced.