

**Aviation Safety Investigation Report
198703486**

Bell 206B

14 July 1987

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: 198703486
Location: Gayndah QLD
Date: 14 July 1987
Highest Injury Level: Nil
Injuries:

| | Fatal | Serious | Minor | None |
|--------------|----------|----------|----------|----------|
| Crew | 0 | 0 | 1 | 1 |
| Ground | 0 | 0 | 0 | - |
| Passenger | 0 | 0 | 0 | 4 |
| Total | 0 | 0 | 0 | 5 |

Aircraft Details: Bell 206B
Registration: VH-PHA
Serial Number: 1454
Operation Type: Private (Pleasure)
Damage Level: Substantial
Departure Point: Gayndah QLD
Departure Time: 0820
Destination: Cracow QLD

Approved for Release: August 5th 1987

Circumstances:

The helicopter was heading in a westerly direction following takeoff from the pilot's property. The track was to take the aircraft directly over Mount Gayndah so the pilot decided to track to the south of the mountain to provide better terrain clearance. When the helicopter was abeam the mountain, at about 500 feet above ground level, it struck two power lines suspended between a pole on top of the mountain and a pole 1100 metres to the south in the foothills. The pilot was unaware the aircraft had struck the wires, but immediately lowered the collective and turned the aircraft towards the only available cleared area. Approaching the area it became obvious to the pilot that the aircraft would not clear trees on the approach path and he increased the collective. The helicopter cleared the trees and turned right through 180 degrees before touching down in a level attitude while travelling rearward. The landing skids collapsed and the aircraft slewed to the right before coming to rest. The two 90 tonne breaking strain wires had been broken when they were struck by the main rotor blades of the helicopter. The wires then severed the tail rotor drive shaft, a substantial portion of one tail rotor blade and almost severed the tail boom just in front of the vertical stabilisers.