

**Aviation Safety Investigation Report
198600685**

BELL 47G2

6 January 1986

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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: 198600685 **Occurrence Type:** Accident
Location: 10km North of Colson Camp NT
Date: 6 January 1986 **Time:** 1746
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 47G2
Registration: VH-OCT
Serial Number:
Operation Type: Aerial Work-Survey
Damage Level: Substantial
Departure Point: Colson Camp NT (215km
NE of Oodnadatta SA)
Departure Time: 1746
Destination: Colson Camp NT

Approved for Release: May 1st 1986

Circumstances:

The aircraft was carrying out a survey in a remote area. When last light occurred the aircraft was still some distance from the base camp. The pilot decided to follow a road into the camp. Enroute the engine lost power and an autorotational decent was carried out for a landing on the road. During the landing the left skid struck a low dirt bank and the tail rotor struck the dirt bank on the opposite of the road. Throughout the survey the pilot had used a higher than normal cruise power setting, but had not recalculated the endurance for the higher fuel usage. The engine failed after the fuel became exhausted.