

**Aviation Safety Investigation Report
199003091**

Bell 47G

07 August 1990

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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.

Occurrence Number: 199003091

Occurrence Type: Accident

Location: Sanctuary Cove QLD

Date: 07 August 1990

Time: 1642

Highest Injury Level: Nil

Injuries:

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

Aircraft Details: Bell 47G

Registration: VH-HSA

Serial Number: 1417

Operation Type: Aerial Work

Damage Level: Substantial

Departure Point: Sanctuary Cove QLD

Departure Time: 1615

Destination: Sanctuary Cove QLD

Approved for Release: 10th December 1990

Circumstances:

After flying to the resort, the pilot landed the helicopter and picked up a photographer for local area photography. He reported that the initial runs were flown at 500 feet above ground level. During some of these runs the wind changed in direction from north to east and was about 10 knots in speed. The pilot noticed on some occasions, when the wind was a tailwind, it caused control difficulties. On one pass, at about 200 feet above the ground and travelling forward at about 30 knots, the helicopter was again affected by a tailwind. The pilot was unable to prevent it yawing to the right. The rotor rpm decayed, collective was lowered, and the aircraft was flared at about 100 feet but the sink rate could not be arrested. The helicopter struck the ground at a high rate of descent but remained upright. Evaluation of the flight indicates that the pilot was flying very slowly with a tailwind. He lost directional control and insufficient power was available to sustain rotor rpm. The pilot later flared the aircraft too high too enable a landing at a safe rate of descent.

Significant Factors:

The following factors were considered relevant to the development of the accident

1. The wind was variable in direction.
2. The aircraft was being operated at slow speed and with a tailwind.
3. The pilot lost directional control.
4. The pilot misjudged the height to begin the flare for landing. This accident was the subject of an on-scene investigation.