

# **Aviation Safety Investigation Report 199000082**

**Bell 206**

**15 April 1990**

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

This accident was not formally investigated by the Bureau.

**Occurrence Number:** 199000082      **Occurrence Type:** Accident  
**Location:** 300 km E Newman WA  
**Date:** 15 April 1990      **Time:** 1530  
**Highest Injury Level:** Nil  
**Injuries:**

|              | Fatal    | Serious  | Minor    | None     |
|--------------|----------|----------|----------|----------|
| Crew         | 0        | 0        | 1        | 1        |
| Ground       | 0        | 0        | 0        | -        |
| Passenger    | 0        | 0        | 0        | 3        |
| <b>Total</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>4</b> |

**Aircraft Details:** Bell 206  
**Registration:** VH-WCF  
**Serial Number:** 3134  
**Operation Type:** Charter  
**Damage Level:** Substantial  
**Departure Point:** 300 km E Newman WA  
**Departure Time:** 1525  
**Destination:** 300 km E Newman WA

**Approved for Release:** 18th July 1990

**Circumstances:**

The pilot had been operating into the landing area for approximately two weeks during which time there had been little wind. On the day of the accident there was a strong wind blowing. The aircraft was close to all up weight and the density altitude was about 3500 feet when the pilot attempted to make a downwind approach to the landing area. The aircraft collided with the ground at approximately 40 knots, the impact causing the skids to be torn off. The helicopter continued to fly after the impact so the pilot returned to his base camp about five kilometres away, and hovered the aircraft whilst the passengers disembarked. He then landed the helicopter on a specially prepared pad.