

**Aviation Safety Investigation Report
198601431**

Agusta Bell 206 B

17 September 1986

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: 198601431 **Occurrence Type:** Accident
Location: Avenel (3 km NW Mangalore) VIC
Date: 17 September 1986 **Time:** 1022
Highest Injury Level: Minor
Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	0	0
Ground	0	0	0	-
Passenger	0	0	2	0
Total	0	0	3	0

Aircraft Details: Agusta Bell 206 B
Registration: VH-LED
Serial Number:
Operation Type: Aerial Work (Photography)
Damage Level: Destroyed
Departure Point: Mangalore VIC
Departure Time: 1022
Destination: Mangalore VIC

Approved for Release: May 4th 1987

Circumstances:

The purpose of the flight was to film a moving train. Prior to commencing the operation, the pilot made an aerial inspection of the area and mentally noted the various obstructions. On the second filming run the helicopter collided with power lines at a height of 33 feet above ground level. The helicopter descended and struck the ground about 50 metres beyond the point of collision. It then bounced and came to rest on its side. The pilot was highly experienced in aerial photography and survey operations. At the time of the accident, visibility was reduced to less than 2 kilometres in light rain. One of the poles supporting the power lines was hidden from the pilot's view by a large tree. It was also possible that the pilot had flown outside the area he had previously inspected, as he had not been aware of the presence of the particular set of wires.