

**Aviation Safety Investigation Report  
198600152**

**Agusta Bell 206B**

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

**Occurrence Number:** 198600152

**Occurrence Type:** Accident

**Location:** 15km North-west of Karratha WA

**Date:** 19 November 1986

**Time:** 1445

**Highest Injury Level:** Minor

**Injuries:**

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

**Aircraft Details:** Agusta Bell 206B

**Registration:** VH-BHV

**Serial Number:**

**Operation Type:** Aerial Work-Sling loading cargo

**Damage Level:** Destroyed

**Departure Point:** "Dampier Salt" Wharf, Dampier WA

**Departure Time:** 1445

**Destination:** "Dampier Salt" Wharf, Dampier WA

**Approved for Release:** January 13th 1987

**Circumstances:**

The helicopter was tasked to sling load two large metal hooks between two points on a wharf. The first hook was off-loaded, but as the helicopter was lifting the second hook, the tail rotor contacted a solar panel at the top of a light pole. Control of the aircraft was lost and it was observed to perform a nose high turn before striking the water. The helicopter floated inverted and the pilot was able to evacuate himself and swim to a boat. It is considered likely that while concentrating on the position of the load, the pilot diverted his attention from the operation of the helicopter and allowed it to descend, which resulted in the tail rotor strike.