

**Aviation Safety Investigation Report  
199800537**

**Robinson Helicopter Co  
R22**

**20 February 1998**

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

**Occurrence Number:** 199800537                      **Occurrence Type:** Accident  
**Location:** Louisa Downs, (ALA)  
**State:** WA    **Inv Category:** 4  
**Date:** Friday 20 February 1998  
**Time:** 1600 hours                                      **Time Zone**                      WST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Robinson Helicopter Co  
**Aircraft Model:** R22 BETA  
**Aircraft Registration:** VH-LKK                                      **Serial Number:** 1625  
**Type of Operation:** Commercial      Aerial Mustering  
**Damage to Aircraft:** Substantial  
**Departure Point:** Louisa Downs Station WA  
**Departure Time:** 1545 WST  
**Destination:** Louisa Downs Station WA

**Crew Details:**

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Commercial	5621.0	6023

**Approved for Release:** Thursday, February 26, 1998

The helicopter was refuelled from a drum positioned approximately one metre from the left hand side of the aircraft. The helicopter was parked facing north with an approximate 15 knot wind from the east. Pilot and passenger then boarded the helicopter and commenced normal start procedures before lifting into the hover. The helicopter was close to maximum all up weight. After coming into the hover the helicopter was weather cocking and difficult to stabilise. Due to the proximity of the fuel drum, out of sight on the left side of the aircraft, and the aircraft weather cocking in the cross wind, the pilot decided to do a hovering left hand circuit of the fuel drum to enter into wind. As the pilot looked to his right to check the area was clear the aircraft yawed to the right. The pilot pushed full left pedal and applied left cyclic to stop the yaw at the same time pushing forward cyclic to clear the drum. The rear of the left hand skid came into contact with the fuel drum and the helicopter rolled onto its left-hand side.

