

**Aviation Safety Investigation Report
199800856**

**Kawasaki Heavy Industries
G3B-KH4**

24 March 1998

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 Executive Director 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 Executive Director 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: 199800856 Location: 20km WNW Mackay, Aerodrome State: QLD Date: Tuesday 24 March 1998 Time: 1005 hours Highest Injury Level: None	Occurrence Type: Accident Inv Category: 4 Time Zone: EST
---	---

Aircraft Manufacturer: Kawasaki Heavy Industries Aircraft Model: G3B-KH4 Aircraft Registration: VH-DEF Type of Operation: Commercial Aerial Agriculture/Baiting Damage to Aircraft: Substantial Departure Point: Yakaparri Qld Departure Time: 1002 EST Destination: Yakaparri Qld	Serial Number: 2177
--	----------------------------

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Commercial	830.0	1030

Approved for Release: Friday, March 27, 1998

Circumstances

The pilot of the aircraft reported that the helicopter was being used to spray a sugarcane crop when he attempted to avoid a bird. As he banked the helicopter to the right he heard two bangs and decided to land the helicopter in an adjacent fallow paddock. During the attempted landing, the helicopter yawed right, and the right skid dug into the ground, rolling the helicopter onto its right side. The pilot was not injured. Examination revealed that the right spray boom had struck the crop during the attempt to avoid the bird.

A portable ELT was carried in the cabin but it was not activated by the pilot.

