

**Aviation Safety Investigation Report  
199702602**

**Kawasaki Heavy Industries  
Kawasaki KH4**

**13 August 1997**

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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).**

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

**Occurrence Number:** 199702602      **Occurrence Type:** Accident  
**Location:** Kings Canyon, (VEC)  
**State:** QLD      **Inv Category:** 4  
**Date:** Wednesday 13 August 1997  
**Time:** 1330 hours      **Time Zone:** EST  
**Highest Injury Level:** Minor  
**Injuries:**

|              | Fatal    | Serious  | Minor    | None     | Total    |
|--------------|----------|----------|----------|----------|----------|
| Crew         | 0        | 0        | 0        | 1        | 1        |
| Ground       | 0        | 0        | 0        | 0        | 0        |
| Passenger    | 0        | 0        | 1        | 2        | 3        |
| <b>Total</b> | <b>0</b> | <b>0</b> | <b>1</b> | <b>3</b> | <b>4</b> |

**Aircraft Manufacturer:** Kawasaki Heavy Industries  
**Aircraft Model:** 47G3B-KH4  
**Aircraft Registration:** VH-JAJ      **Serial Number:** 2188  
**Type of Operation:** Charter      Passenger  
**Damage to Aircraft:** Substantial  
**Departure Point:** Kings Canyon QLD  
**Departure Time:**  
**Destination:** Kings Canyon QLD

**Crew Details:**

| <b>Role</b>      | <b>Class of Licence</b> | <b>Hours on Type</b> | <b>Hours Total</b> |
|------------------|-------------------------|----------------------|--------------------|
| Pilot-In-Command |                         |                      | 726                |

**Approved for Release:** Thursday, August 21, 1997

**Circumstances**

The pilot reported that the helicopter landed heavily in a carpark, after the engine lost power during takeoff. On lift-off, engine indications were normal with 28-29 inches boost while in the hover. As the helicopter accelerated, the pilot felt a deterioration in performance and observed that the boost had fallen to 15-18 inches. During the subsequent landing, the helicopter's main rotor blades struck a tree and both landing skids were bent. The helicopter remained upright. Post flight examination found that the turbo charger had failed.