

**Aviation Safety Investigation Report
199600385**

**Bell Helicopter Co
47G-3B-1 Soloy**

02 February 1996

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.

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:	199600385	Occurrence Type:	Accident
Location:	6km W Caloundra, (ALA)		
State:	QLD	Inv Category:	4
Date:	Friday 02 February 1996		
Time:	0900 hours	Time Zone	EST
Highest Injury Level:	None		

Aircraft Manufacturer:	Bell Helicopter Co		
Aircraft Model:	47G-3B1		
Aircraft Registration:	VH-UTY	Serial Number:	6548
Type of Operation:	Commercial	Aerial Agriculture/Baiting	
Damage to Aircraft:	Substantial		
Departure Point:	Caloundra QLD		
Departure Time:			
Destination:	Caloundra QLD		

Approved for Release: Thursday, August 8, 1996

The helicopter was being used to spread fertiliser over a sugar cane crop. The pilot reported that he was forced to jettison the underslung spreading hopper when the engine failed, soon after lifting off with a new load. Due to its proximity to the ground he was not able to manoeuvre the helicopter to avoid the hopper, during the autorotational landing. The helicopter came into contact with the hopper between the aft cluster and the lower tail boom support, bending these struts. The tailboom then flexed downward and the tailrotor blades contacted the ground.

The pilot was not injured in the impact and was able to exit the helicopter safely.

Post flight examination revealed an uncontained failure of the engine compressor. Several compressor blades had exited through the compressor outer case. The pilot said there was no prior warning with all engine temperatures and pressures indicating normal. The investigation was informed that the compressor was refitted to the helicopter 41.8 hours previously, after maintenance repairs and inspection.