

**Aviation Safety Investigation Report  
199603263**

**Robinson Helicopter Co  
R22**

**12 October 1996**

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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:** 199603263                      **Occurrence Type:** Accident  
**Location:** 19km SE Chatsworth, (ALA)  
**State:** QLD                      **Inv Category:** 4  
**Date:** Saturday 12 October 1996  
**Time:** 0930 hours                      **Time Zone** EST  
**Highest Injury Level:** Minor  
**Injuries:**

	Fatal	Serious	Minor	None	Total
Crew	0	0	1	0	1
Ground	0	0	0	0	0
Passenger	0	0	1	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>

**Aircraft Manufacturer:** Robinson Helicopter Co  
**Aircraft Model:** R22 BETA  
**Aircraft Registration:** VH-BFG                      **Serial Number:** 2493  
**Type of Operation:** Non-commercial Aerial Mustering  
**Damage to Aircraft:** Destroyed  
**Departure Point:** Chatsworth Station QLD  
**Departure Time:** 0900 EST  
**Destination:** Chatsworth Station QLD

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on</b>	
		<b>Type</b>	<b>Hours Total</b>
Pilot-In-Command	Private	850.0	850

**Approved for Release:** Tuesday, March 25, 1997

The pilot reported that he had descended with the intention of moving a mob of cattle when some ran under the helicopter. He turned to follow the cattle but then realised that he was travelling downwind. Power to maintain height was not adequate and the main rotor was overpitched. As a result, the helicopter struck the ground hard with a ground speed of about 20 kts. The pilot assessed the wind as south-easterly at 15 to 20 kt.

Prior to recovery of the helicopter, the owner checked the engine and was satisfied that it was capable of normal operation.

The fixed emergency locator transmitter was activated, but was not used or required for the rescue. The occupants walked to a nearby hill and used a citizen band radio to contact a truck which took them to a local mine.

