

**Aviation Safety Investigation Report
199604119**

**Aerospatiale
Squirrel**

15 December 1996

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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.

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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.

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: 199604119 **Occurrence Type:** Accident
Location: Seville
State: VIC **Inv Category:** 4
Date: Sunday 15 December 1996
Time: 1845 hours **Time Zone** ESuT
Highest Injury Level: None

Aircraft Manufacturer: Aerospatiale
Aircraft Model: AS.350B
Aircraft Registration: VH-RTV **Serial Number:** 1290
Type of Operation: Non-commercial Other (including military)
Damage to Aircraft: Substantial
Departure Point: Seville Vic
Departure Time: 1845 ESuT
Destination: Seville Vic

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Private	40.0	4200

Approved for Release: Thursday, January 2, 1997

The pilot decided to sling his helicopter landing trolley a short distance on his own property. He tied two ropes on each side of the trolley so that it would lift evenly from all four corners. The centre point of each rope was then attached to the cargo hook.

With the helicopter in the hover and the trolley airborne about one foot off the ground, one end of the rope on the left side broke where it was tied on to the trolley. The rope recoiled and wrapped around the left skid. As the left side of the trolley dropped to the ground, the right side rope caught over the heel of the right skid.

The pilot activated the cargo hook release in an attempt to jettison the load but could not free the rope snagged on the the heel of the right skid. He managed to land the helicopter precariously partially on the trolley and partially on the ground. Then, after he shut down the engine, and the rotor RPM was decaying, the helicopter settled back on to its tail. As the tail settled on to the ground, the lower end of the vertical stabiliser was damaged and the tail rotor was destroyed. The main rotors did not strike the ground but the rope snagged on the heel of the right skid broke the skid off aft of the rear cross tube.