

**Aviation Safety Investigation Report  
199500535**

**Kawasaki Heavy Industries  
Kawasaki KH4**

**20 February 1995**

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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:** 199500535                      **Occurrence Type:** Accident  
**Location:** "Riverview" 20km SE Warren  
**State:** NSW                      **Inv Category:** 4  
**Date:** Monday 20 February 1995  
**Time:** 1930 hours                      **Time Zone** ESuT  
**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	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>

**Aircraft Manufacturer:** Kawasaki Heavy Industries  
**Aircraft Model:** 47G3B-KH4  
**Aircraft Registration:** VH-HLG                      **Serial Number:** 2160  
**Type of Operation:** Commercial    Aerial Agriculture/Baiting  
**Damage to Aircraft:** Substantial  
**Departure Point:**  
**Departure Time:**  
**Destination:**

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Commercial	2000.0	2242

**Approved for Release:** Friday, June 16, 1995

The pilot was conducting agricultural spraying operations on a 12 ha cotton crop. He said he had a good knowledge of the field and had sprayed it several times during the season. He was aware of two power lines running across the field and planned to fly under them. One powerline ran diagonally across the direction of the intended spray run.

After passing under this wire the pilot felt a vibration through the helicopter. Although it continued to fly in a straight direction, the helicopter would not respond to the pilot's control inputs. It then descended, entered the crop, and slid along the ground for 20 m before coming to rest.

The pilot assessed that he had maintained inadequate clearance from the powerline, and that the main rotor blades had brought the powerlines into contact with the tail rotor. The clearance below the wires was reduced by the fully grown cotton. The diagonal orientation of the wires, and reduced ambient lighting may also have impaired the pilot's judgement of the available clearance.

