

**Aviation Safety Investigation Report  
199503011**

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

**28 August 1995**

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.

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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:** 199503011                      **Occurrence Type:** Accident  
**Location:** Rolleston, (ALA)  
**State:** QLD    **Inv Category:** 4  
**Date:** Monday 28 August 1995  
**Time:** 1330 hours                                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Bell Helicopter Co  
**Aircraft Model:** 47G-3B1  
**Aircraft Registration:** VH-ANG                      **Serial Number:** 6558  
**Type of Operation:** Non-commercial Aerial Mustering  
**Damage to Aircraft:** Substantial  
**Departure Point:** Roma QLD  
**Departure Time:** 1100 EST  
**Destination:** Rolleston QLD

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Commercial	225.0	300

**Approved for Release:** Monday, September 25, 1995

Soon after lifting off, the helicopter yawed suddenly to the right. There was no response to rudder inputs by the pilot but he was able to hold the helicopter in a level attitude as it descended to the ground. The main rotor blades came into contact with the boom and both skids were bent during the ground impact. The pilot was able to safely exit the aircraft. Later examination found that the rear most section of the tail rotor drive shaft had disconnected at the tail rotor gearbox input.