

**Aviation Safety Investigation Report
199400730**

**Bell Helicopter Co
JetRanger III**

23 March 1994

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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: 199400730 **Occurrence Type:** Accident
Location: 20km W Cessnock
State: NSW **Inv Category:** 4
Date: Wednesday 23 March 1994
Time: 1630 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Bell Helicopter Co
Aircraft Model: 206B (III)
Aircraft Registration: VH-PHW **Serial Number:** 2565
Type of Operation: Miscellaneous Police Activities
Damage to Aircraft: Substantial
Departure Point: Singleton NSW
Departure Time: 0900 EST
Destination: Bankstown NSW

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Commercial	3800.0	5977

Approved for Release: Wednesday, August 10, 1994

The helicopter was engaged in a search for a missing aircraft. The search area was in a valley bounded by sheer cliffs reaching to heights of 2,000 ft above the valley floor. Whilst the helicopter was flying at a height of 1,000 ft about 150 metres out from a cliff face, the main rotor struck and severed a power transmission spur line. The helicopter remained controllable and the pilot was able to land in a clearing about two kilometres away for damage assessment.

The pilot reported that he had not seen the cable, which stretched in a single span from the cliff top to the valley floor, nor had he experienced any handling difficulties with the helicopter after the collision.