

**Aviation Safety Investigation Report
199400960**

**Robinson Helicopter Co
R22**

15 April 1994

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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

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: 199400960 **Occurrence Type:** Accident
Location: 35km S Brisbane
State: QLD **Inv Category:** 4
Date: Friday 15 April 1994
Time: 0610 hours **Time Zone:** EST
Highest Injury Level: None

Aircraft Manufacturer: Robinson Helicopter Co
Aircraft Model: R22 BETA
Aircraft Registration: VH-LLK **Serial Number:** 1675
Type of Operation: Non-commercial Business
Damage to Aircraft: Substantial
Departure Point: Archerfield QLD
Departure Time: 0550 EST
Destination: Logan Reserve QLD

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Private	90.0	1350

Approved for Release: Tuesday, September 20, 1994

Witnesses reported seeing the helicopter land in the corner of a fenced paddock. A short time later the helicopter took off again but after climbing to about three metres above the ground, it began rotating and gyrating erratically, contacting the ground a number of times. It came to rest in an upright position but with the tail boom severed and damage to the main rotor assembly and gear box.

The pilot reported that he had recently recovered from a viral complaint which was characterised by severe coughing bouts but had been free of these symptoms for a few weeks. As he flew over the area of the accident, however, he had experienced the incipient stages of a coughing fit so he landed the helicopter, shut the engine down, and walked around for a short time until the symptoms disappeared. He then reboarded the helicopter to continue the flight but shortly after lift-off was overcome by a severe coughing fit. This caused him to partially lose control of the helicopter and it contacted either the fence or the ground.