

**Aviation Safety Investigation Report  
199403081**

**Robinson Helicopter Co  
R22**

**20 October 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.

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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:** 199403081                      **Occurrence Type:** Accident  
**Location:** Ban Ban Springs  
**State:** NT    **Inv Category:** 4  
**Date:** Thursday 20 October 1994  
**Time:** 1605 hours                      **Time Zone** CST  
**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	1	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>

**Aircraft Manufacturer:** Robinson Helicopter Co  
**Aircraft Model:** R22 BETA  
**Aircraft Registration:** VH-JDB                      **Serial Number:** 547  
**Type of Operation:** Commercial    Other  
**Damage to Aircraft:** Substantial  
**Departure Point:** Ban Ban Springs NT  
**Departure Time:**  
**Destination:** Ban Ban Springs NT

**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	8000

**Approved for Release:** Tuesday, February 13, 1996

The pilot landed the helicopter in long grass leaving the engine at idle power.

Hot exhaust gas emissions from the exhaust tail pipe ignited the dry grass, engulfing the helicopter in flames. The pilot attempted to take-off but the engine appeared not to respond.

Both the pilot and passenger received minor burns as they vacated the helicopter, which was damaged by fire.

The helicopter exhaust system appeared to have been modified with an extension welded to the tail pipe which directed the hot exhaust gases towards the ground. There did not appear to be any reported problems with the engine.

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