

**Aviation Safety Investigation Report  
199300059**

**Bell Helicopter Co  
Sioux**

**10 February 1993**

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:** 199300059                      **Occurrence Type:** Accident  
**Location:** 3km NE Point Telfer  
**State:** NT    **Inv Category:** 4  
**Date:** Wednesday 10 February 1993  
**Time:** 1615 hours                              **Time Zone** CST  
**Highest Injury Level:** Serious  
**Injuries:**

	Fatal	Serious	Minor	None	Total
Crew	0	1	0	0	1
Ground	0	0	0	0	0
Passenger	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>

**Aircraft Manufacturer:** Bell Helicopter Co  
**Aircraft Model:** 47G-3B  
**Aircraft Registration:** VH-JLB                      **Serial Number:**  
**Type of Operation:** Commercial      Other  
**Damage to Aircraft:** Substantial  
**Departure Point:** Katherine NT  
**Departure Time:** 1615 CST  
**Destination:** Katherine NT

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Commercial	550.0	3500

**Approved for Release:** Tuesday, August 9, 1994

The pilot had commenced a takeoff from a low hover when the helicopter nosed up sharply. He lowered the collective pitch lever and opened the throttle, suspecting over-pitching as the cause. The helicopter struck the ground in a slightly nose low attitude with the right hand skid while moving forwards and to the right. The skid separated and the helicopter cartwheeled forwards before coming to rest on its right side.

A bellcrank from the cyclic control system of the helicopter was found fractured after the accident. Metallurgical analysis of the part found that the failure was caused by impact forces experienced during the accident sequence.

The reason for the loss of pitch control was not determined.