

**Aviation Safety Investigation Report  
199301378**

**Bell Helicopter Co  
Iroquois**

**15 May 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.

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](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.

<b>Occurrence Number:</b>	199301378	<b>Occurrence Type:</b>	Incident
<b>Location:</b>	8km NE NAS Nowra		
<b>State:</b>	NSW	<b>Inv Category:</b>	4
<b>Date:</b>	Saturday 15 May 1993		
<b>Time:</b>	1545 hours	<b>Time Zone</b>	EST
<b>Highest Injury Level:</b>	None		

<b>Aircraft Manufacturer:</b>	Bell Helicopter Co		
<b>Aircraft Model:</b>	UH-1B		
<b>Aircraft Registration:</b>	VH-NVV	<b>Serial Number:</b>	715
<b>Type of Operation:</b>	Non-commercial Other (including military)		
<b>Damage to Aircraft:</b>	Minor		
<b>Departure Point:</b>	8km NE NAS Nowra NSW		
<b>Departure Time:</b>	1545 EST		
<b>Destination:</b>	NAS Nowra NSW		

**Approved for Release:** Monday, August 30, 1993

The aircraft was conducting a vertical take-off near a McDonalds Restaurant as part of a fund raising activity. At about 300 feet the right rear cabin door detached from the aircraft whilst being closed by a crew member.

Investigation revealed that the door lower track was cracked and deformed and the upper track had slight deformation sufficient to allow the door to separate from the aircraft. The first section of the crack in the lower track was discoloured indicating it had been present for some time.

Maintenance procedures have been amended to include a detailed inspection of the door and attaching hardware into the five weekly routine servicing schedule.