

Aviation notification NA2022-03326

Notification Source	Phone
Operator Reference Number	
Occurrence Date Time	6/17/2022 8:30:00 PM
Occurrence Time Zone	E. Australia Standard Time
Location	Mt. Windsor Station - 180 KM S Winton
State	QLD
Occurrence Class	Accident

Occurrence Category Level 1	Occurrence Category Level 2	Occurrence Category Level 3
Operational	Terrain collisions	Collision with terrain

Ground - Fatal	Ground - Serious	Ground - Minor	Ground - Total
0	1	0	1

Aircraft Registration	Section 47F(1)		
Manufacturer	ROBINSON HELICOPTER CO		
Model	R22 BETA		
Flight Number			
Operator			
Operation Type			
Damage Level			
Damage Description			
Crew - Fatal	Crew - Serious	Crew - Minor	Crew - Total
0	0	0	0
Passenger - Fatal	Passenger - Serious	Passenger - Minor	Passenger - Total
0	0	0	0

Summary

17Jun22 - 1030 EST - Collision with Terrain - Mt. Windsor Station, 180 KM S Winton Qld -
Section 47F(1) /R22 Beta - Operator reports - During low level mustering operations, a motor bike
has collided with the tail rotor while in the hover. The helicopter subsequently collided with
terrain and was destroyed. The motor bike rider has been taken to hospital Section 47F(1)
ATSB gathering further information.

Aviation notification NA2022-03339

Notification Source	Web
Operator Reference Number	
Occurrence Date Time	6/17/2022 10:30:00 AM
Occurrence Time Zone	E. Australia Standard Time
Location	Mt Windsor Stn
State	QLD
Occurrence Class	Accident

Occurrence Category Level 1	Occurrence Category Level 2	Occurrence Category Level 3
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Ground - Fatal	Ground - Serious	Ground - Minor	Ground - Total
0	0	0	0

Aircraft Registration	Section 47F(1)		
Manufacturer	ROBINSON HELICOPTER CO		
Model	R22 BETA		
Flight Number			
Operator			
Operation Type			
Damage Level			
Damage Description			
Crew - Fatal	Crew - Serious	Crew - Minor	Crew - Total
0	0	0	0
Passenger - Fatal	Passenger - Serious	Passenger - Minor	Passenger - Total
0	0	0	0

Summary

During mustering operations the Robinson R22 ^{Section 47F(1)}. I had just bought a mob of cattle out of the river to the coacher mob and returned back to bring the remaining cattle on the edge of the timber out. I had one motorbike following these remaining cattle, on arriving back I noticed a second motorbike had joined the first one. I proceeded to push remaining cattle out across a open clay pan to the main mob. As I was doing this I looked and the motorbikes where pulled up on the edge of the timber not moving. I then looked forward and the cattle where travelling in a north direction, then all of a sudden they did a right turn (east direction) I was at a hover at the top of the trees approximately 25 ft. I proceeded to fly down and turn the cattle that where running away back into the north direction. I had the cattle on my left side and looking at the cattle out my passenger door at a approx height of 3 ft. With my helicopter facing east. I then felt a loud bang and vibration. I proceeded to spin and new that my tail rotor was failing/ or been struck. I proceeded to do 3 spins until I got control of the spin and my throttle and wound back trying to control my landing and spins. I end up in a controlled crash facing the east direction. Upon exiting the helicopter I noticed a motorbike laying on the ground behind the helicopter and a helmet on the ground. Another helicopter that was mustering with me at the time witnessed one of the motorbike s race towards the cattle I was pushing and ride straight into my tail rotor. If the helicopter is facing East and that is 12 o'clock the motorbike approached me from a 4/5 o'clock direction. As I was looking left and that was back over my right shoulder and never even seen the motorbike come in as that would be a clear blind spot. The helicopter was substantially destroyed on a heavy landing. I had no injuries. The motorbike rider had the helmet split and broken but and a

^{Section 47F(1)}

OA2022-02261 - Occurrence Details

Occurrence

Logged date	6/17/2022			
Status	Approved for release			
Occurrence class	Accident			
Highest injury	Serious			
Occurrence date	6/17/2022			
Occurrence time	10:30 a.m.			
Public summary	During low level mustering operations, the helicopter struck a motorcyclist while in the hover. The pilot lost directional control and the helicopter subsequently collided with terrain and was destroyed. The motorcycle rider sustained serious injuries.			
Property damage	No			
Property damage details				
Worst accident outcome	Major accident			
Defence effectiveness	Not effective			
Risk rating	High (500)			
ERC justification				
TSI reportable	Immediately reportable			
Ground injuries	Fatal	Serious	Minor	Total
		1		1

Location

Location	202.3 km 225 degrees from Winton Aerodrome
Latitude	-23.63833300
Longitude	141.67166700
State	QLD
Country	Australia

Aircraft

Registration	Section 47F(1)
Type	Helicopter
Manufacturer	ROBINSON HELICOPTER CO
Model	R22 BETA
Engine type	Piston
Engine manufacturer	TEXTRON LYCOMING
Engine model	O-360-J2A

Number of engines	1
Landing gear type	Skid
Fuel type	Gasoline
Year of manufacture	2004
Amateur built	
Maximum takeoff weight (kg)	622
ELT Type	
ELT Fitted	Unknown
ELT Activated	

Airspace

Controlling agency	
ATS service type	
ATS position	
Airspace class	G
Airspace type	OCTA

Operation

Registration	Section 47F(1)
Operator	Section 47F(1)
Flight number	
Related runway	
Phase of flight	Manoeuvring/airwork
PIC status	Employee
Pilot flying role	Pilot in command
Departure aerodrome	Mt Windsor Station, Qld
Destination aerodrome	Mt Windsor Station, Qld
Actual landing	
Aerodrome proximity	Off aerodrome > 10 km
Operation type	Part 133 Air transport operations - Rotorcraft
Operation subtype	
Activity group	General aviation / Recreational
Activity type	Aerial work
Activity subtype	Agricultural mustering
Flight rules	VFR
Flight conditions	VMC
Altitude type	AGL (above ground level - ft)

Altitude	Exactly
Exact altitude	3
Other information	

Occurrence category

Registration	Section 47F(1)
Level 1	Operational Operational Operational
Level 2	Terrain collisions Communications Aircraft control
Level 3	Collision with terrain Air-ground-air Loss of control

Damage level and injuries

Registration	Section 47F(1)			
Injury level	Fatal	Serious	Minor	Total
Crew				1
Passengers				0
Aircraft damage level	Destroyed			
Post impact fire	No			
Damage description				

Weather and environment

Cloud cover	Sky clear
Visibility (km)	10
Light conditions	Daylight
Wind direction	
Average wind speed (kts)	
Cloud base (ft)	10000
Visibility reduced by	None
Turbulence conditions	
Icing conditions	Nil
Precipitation type	Nil
Precipitation intensity	Nil
QNH	
Outside temperature	
Light and variable (windspeed)	Yes
Maximum wind speed (gust)	

Dew point	
CAVOK	
Effective cloud ceiling	
Weather phenomena	No significant weather

Safety factor

Level 1	Individual action Local condition Individual action Risk control
Level 2	Other action Knowledge, skills, experience Aircraft operation action Procedures
Level 3	Other action Task experience / recency Monitoring and checking (Aircraft operation action)

From: [ATSBFollowup](#)
To: [Section 47F\(1\)](#)
Cc: [ATSBFollowup](#)
Subject: OA2022-02261 [Section 47F\(1\)](#) ATSB request for further info [SEC=OFFICIAL]
Date: Friday, 17 June 2022 2:03:37 PM

OFFICIAL

Good afternoon [Section 47F\(1\)](#) ,

Thanks for your time on the phone. The ATSB is just after a Pilot report and photos of the aircraft (when available and appropriate).

ATSB Ref: OA2022-02261
Date/Time: 1030 EST 17 June 2022
Location: near Winton Qld
Aircraft Rego: [Section 47F\(1\)](#)
Summary: During low level mustering operations, a motorbike collided with the R22 and the helicopter was destroyed.

Could you please provide the requested information direct via return email or via the online form when available.

Online form available at: <http://www.atsb.gov.au/mandatory/asair-form/>

Should you have any questions please contact the ATSB via email (atsbfollowup@atsb.gov.au) or call us on 1800 011 034.

Thank you for your assistance.

Kind regards,

[Section 47F\(1\)](#)

Safety Reporting



Australian Transport Safety Bureau

Level 2, 12 Moore Street
Canberra ACT 2601

1800 011 034

ATSBFollowup@atsb.gov.au; ATSBReporting@atsb.gov.au

www.atsb.gov.au

[@atsbgovau](#)

Australia's national transport safety investigator

From: Section 47F(1)
To: Section 47F(1) @police.qld.gov.au
Cc: ATSBFollowup
Subject: RE: Helicopter Incident - 17.06.22 - Mt Windsor - Queensland [SEC=OFFICIAL]
Date: Monday, 20 June 2022 3:37:38 PM

OFFICIAL

Hi [Section 47F\(1\)](#),

The reference number is OA2022-02261 and the time was 1030 EST.

Generally we don't contact WHS.

Kind regards

[Section 47F\(1\)](#)

[Section 47F\(1\)](#)

Acting Manager Safety Reporting - Red Team



Australian Transport Safety Bureau

12 Moore St

Canberra ACT 2601

[Section 47F\(1\)](#) | [Section 47F\(1\)](#)

[Section 47F\(1\)](#) @atsb.gov.au

www.atsb.gov.au

[@atsbgovau](https://twitter.com/atsbgovau)

Australia's national transport safety investigator

From: [Section 47F\(1\)](#) <[Section 47F\(1\)](#) @police.qld.gov.au>
Sent: Monday, 20 June 2022 12:50 PM
To: ATSBFollowup <atsbfollowup@atsb.gov.au>
Subject: Helicopter Incident - 17.06.22 - Mt Windsor - Queensland

Good afternoon,

I spoke with ATSB this morning in relation to an incident which occurred on Friday the 17th June 2022 at Mt Windsor Station in Queensland. I am hoping to get an reference number and potential the time of the incident as we are going to complete an aviation incident report just for our records.

Have WHS been notified of the incident or is this something that I need to report?

Kind Regards,

[Section 47F\(1\)](#)



**Sergeant
Officer in Charge
Winton Police Station**
Longreach Patrol Group
Queensland Police Service

Phone: [Section 47F\(1\)](#)
Email: [Section 47F\(1\)](#) [@police.qld.gov.au](mailto: @police.qld.gov.au)

63 Vindex street, Winton
PO Box 416, Winton 4735

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From: Section 47F(1)
To: [ATSBFollowup](#)
Subject: Re: OA2022-02261 - Section 47F(1) - ATSB request for further information [SEC=OFFICIAL]
Date: Monday, 20 June 2022 10:29:53 AM

Motorcyclist drove to Winton hospital the afternoon of the crash and got checked up

Section 47F(1)

Regards Section 47F(1)

Sent from my iPhone

> On 20 Jun 2022, at 10:19 am, ATSBFollowup <ATSBFollowup@atsb.gov.au> wrote:

>

> OFFICIAL

> Thank you for the additional information.

>

> Can you please confirm the extent of the injuries sustained by the motorcyclist.

>

> Regards,

>

>

> Section 47F(1)

> Safety Reporting Officer

>

> ATSB

>

>

> Australian Transport Safety Bureau

> Level 2, 12 Moore Street

> Canberra ACT 2601

> Section 47F(1) | Section 47F(1)

> Section 47F(1) @atsb.gov.au

> www.atsb.gov.au

> @atsbgovau

> Australia's national transport safety investigator

>

> Thank you for the additional information.

>

> Can you please confirm the extent of the injuries sustained by the motorcyclist.

>

>

>

> -----Original Message-----

> From: Section 47F(1) Section 47F(1)

> Sent: Monday, 20 June 2022 10:10 AM

> To: ATSBFollowup <ATSBFollowup@atsb.gov.au>

> Subject: Section 47F(1)

>

> Location of accident.

> 23 38.3 S

> 141 40.3 E

>

> Regards Section 47F(1)

>

> Sent from my iPhone

>



>

>

>

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Telephone Call - Friday, July 15th 2022
14:00:00 by **Section 47F(1)**
Aviation Occurrence: [O42022-02261](#)



Spoke with **Section 47F(1)** advised the following:

- Induction training provided to all ground crew. This includes a diagram of the correct angles to approach a helicopter and areas that should be avoided. This is placed around the property. Standard procedures for this type of occurrence and any other instance where the helicopter is manoeuvring around the herd is to give way to the helicopter. The riders should have stayed under the trees or away from the area of operations. **Section 47F(1)**

Section 47F(1)

Section 47F(1)

- A ground crew safety briefing was conducted to re-iterate the importance of following the established procedures when assisting with aerial mustering.
- Managers of other properties run by the company were advised of the accident and instructed to hold similar briefings with their staff as soon as possible.
- The operator of the helicopters held a meeting with all mustering pilots to re-iterate the importance of maintaining awareness of people on the ground.

A copy of the draft is to be sent to **Section 47F(1)** prior to publishing