

Duty Officer Summary

<b>Officer</b> s. 47F(1)	<b>Logged Date</b> 22/04/2020
<b>Roster</b> Business Hours Notifications	

Call Details Call-202000659

<b>Call Type*</b> Notification	<b>Call Direction*</b> Incoming
<b>Call Date*</b> 22 Apr 2020	<b>Call Time*</b> 0921 EST
<b>To/From</b> s. 47F(1)	<b>Phone Number</b> s. 47F(1)
<b>Employer</b> s. 47F(1)	

**Remarks**  
3POB 1 pilot and 2 passengers. Passenger injuries unknown at this point. Helicopter coming into approach on short final and pilot suspects that the tail rotor hit a tree resulting in the helicopter spinning and colliding with terrain.  
s. 47F(1) for operator report.

Event Details

<b>Event Date*</b> 22 Apr 2020	<b>Event Time*</b> Actual - 0013 EST
<b>Description</b>	

Notification

M202001175

**Duty Officer Summary**

<b>Officer</b> s. 47F(1)	<b>Logged Date</b> 22/04/2020
<b>Roster</b> Business Hours Notifications	

**Call Details: Call-202000662**

<b>Call Type*</b> IRM group SMS	<b>Call Direction*</b> Outgoing
<b>Call Date*</b> 22 Apr 2020	<b>Call Time*</b> 1019 EST
<b>To/From</b> s. 47F(1)	<b>Phone Number</b>
<b>Employer</b>	
<b>Remarks</b> ATSB aviation msg: Update re: VH-NBR from operator. Helicopter was on final approach to Banks Peak, Moa Island Cld when tail rotor struck a tree resulting in a spin and collision with terrain. Pax charter, 3 POB. Pilot uninjured but being assessed, 2 pax with serious injuries. Substantial damage to helicopter. ATSB continuing to gather further info.	

**Event Details**

<b>Event Date</b> 22 Apr 2020	<b>Event Time</b> Actual - 0000 EST
<b>Description</b>	

**Notification**

M202001175

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**Call Details: Call 202000663**

<b>Call Type*</b> Notification	<b>Call Direction*</b> Outgoing
<b>Call Date*</b> 22 Apr 2020	<b>Call Time*</b> 1000 EST
<b>To/From</b> s. 47F(1)	<b>Phone Number</b> s. 47F(1)
<b>Employer</b> s. 47F(1)	
<b>Remarks</b> Called to confirm few details. Crosshired from GBR Helicopters, 1 pilot 2 passengers, charter flight, 2 passengers seriously injured, pilot ok, substantial damage to destroyed.	

**Event Details**

<b>Event Date*</b> 22 Apr 2020	<b>Event Time*</b> Actual - 0813 EST
<b>Description</b>	

**Notification**

M202001175

Duty Officer Summary

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<b>Roster</b> Business Hours Notifications	

Call Details Call-202000664

<b>Call Type*</b> General enquiry	<b>Call Direction*</b> Incoming
<b>Call Date*</b> 22 Apr 2020	<b>Call Time*</b> 1245 EST
<b>To/From</b> s. 47F(1)	<b>Phone Number</b> s. 47F(1)
<b>Employer</b> s. 47F(1)	
<b>Remarks</b> s. 47F(1) just wanted to check whether we are investigating s. 47F(1)	

Event Details

<b>Event Date</b> 22 Apr 2020	<b>Event Time</b> Actual - T-zone
<b>Description</b> [Redacted]	

Notification

M202001175

**Duty Officer Summary**

<b>Officer</b> S. 47F(1)	<b>Logged Date</b> 22/04/2020
<b>Roster</b> Business Hours Notifications	

**Call Details Call-202000665**

<b>Call Type*</b> Notification follow-up	<b>Call Direction*</b> incoming
<b>Call Date*</b> 22 Apr 2020	<b>Call Time*</b> 1128 EST
<b>To/From</b> S. 47F(1)	<b>Phone Number</b> 
<b>Employer</b> S. 47F(1)	
<b>Remarks</b> Update regarding VHL-NBR S. 47F(1) Rescue700 heading back to accident site to collect pilot. Photos will be sent to JRCC, who will forward to ATSBASIR email address.	

**Event Details**

<b>Event Date</b> 22 Apr 2020	<b>Event Time</b> Actual -
<b>Description</b> 	

**Notification**  
M202001175

Duty Officer Summary

Officer

s. 47F(1)

Logged Date

22/04/2020

Roster

Business Hours Notifications

Call Details Call:202000666

Call Type\*

General enquiry

Call Direction\*

Incoming

Call Date\*

22 Apr 2020

Call Time\*

1305 EST

To/From

s. 47F(1)

Phone Number

s. 47F(1)

Employer

s. 47F(1)

Remarks

Got a call from S. 47F(1) told him once decision is made, they will contact him. No one is on site due to wreckage blocking access and COVID-19 issues. Evacuation of injured people was done by winching operations. They are currently on route to pick up pilot. His number is S. 47F(1) and email S. 47F(1)

Event Details

Event Date

22 Apr 2020

Event Time

Actual T-zone

Description

Notification

M202001175

<b>Notification Source Details</b>	
Status:	Loaded
Reference Number	ATS-0176690
Role Group	ATC
Injury Level	Unknown
Source	CIRRIS
Status Date	24 Apr 2020 00:10:04
Is Confidential	No
Occurrence Date And Time	21 Apr 2020 22:23:00
Reporting Group Branch SDLUnit	Simpson
Occurrence Location Group Branch SDLUnit	Simpson
Summary	NBR aircraft accident on Kubin Island
Detailed Description	At 2211 JRCC advised that NBR had activated their ELT in the Torres Straight Islands.? Comms checks were conducted but no contact was made with the aircraft.? At 2223 JRCC advised that NBR had crashed on Kubin Island.? Pilot was OK but two passengers had been injured.? RSCU700 was then tasked to provide assistance.? JRCC advised the ATSB of the aircraft accident.
Primary Occurrence Type	Aircraft Accident
Additional Types	
Airspace Category	/Class G
Controlling Authority	Airservices
ATSService Provided	Not Applicable
Location Code	YBAU
Bearing	0
Distance	0
Latitude	
Longitude	0000:00:00 East
Principal Aircraft Ground Vehicle Involved	Civil Australian Registered
ACIDCall Sign	NBR
Registration	NBR
Other Aircraft Ground Vehicle Involved1	
ACIDCallsign1	
Registration1	
Other Aircraft Ground Vehicle Involved2	
ACIDCallsign2	
Registration2	
<b>Civil Australian Registered Aircraft Details</b>	
ACIDCallsign	NBR
Registration	NBR
Aircraft Operator	s. 47F(1)
Aircraft Type	B06
Flight Rules	
ADEP	

ADES	
Typeof Flight	
Aircraft Owner	s. 47F(1) [REDACTED]
<b>ATIS</b>	
<b>Aircraft Accident</b>	
Typeof Accident	Unknown
<b><u><a href="#">View Original Email</a></u></b>	





Notification Officer:

Phone:

**All orange fields are Mandatory unless information is not available from Reporter**

Reporters Name:  Role:  Employer:

Report date:  Report time:  Phone:

Registration:  Flight No:  Aircraft Type:   
eg. Boeing 737, Cessna 210

Occurrence type:  Operation Type:   
eg. Loss of separation, wheels up landing eg.charter pax, mustering, private

Occurrence Date:  Occurrence Time:   Local  UTC

Occurrence location:  State:

Latitude/Longitude:

Aircraft Operator:   
Important for accidents away from aerodromes

Injuries	Fatal	Serious	Minor	Nil
Crew		2		1
Passengers				
Ground				

Damage description:

**Description of occurrence and Additional Information:** (Press ALT + ENTER for a new paragraph)

0825 - notification from JRCC - B206L VH-NBR has collided with terrain while involved in sling operations. 3 POB, 2 are reportedly badly injured. JRCC detected ELT at 212208 UTC, ELT coordinates align with Spider Tracks. North East side of Moa Island (which is also sometimes called Kubin Island). Local Police were notified via 000 call. Rescue helicopter en route from Horn Island - departing in about 15 minutes - expected flight time 20 minutes. Operated by , on cross hire from Nautilus Aviation.

0834 - received a call from  - apparently Cairns Police Comms tried to call notification number but couldn't get through (likely while I was speaking with JRCC). Their contact was (Comms)   - Thursday Island Police en route. Aviation\_Description

Fit Recs Quarantined  Yes  No ELT Disabled  Yes  No Guard:  Yes  No

Passed on:	Date	Time	Name	Date	Time	Name
COR:	#####	0830	<input type="text" value="s. 47F(1)"/>			
Other:						

WebSMS:	Date	Time	Name
Other:			

Notification Source Details					
Notification source:	Web				
Status:	Loaded				
Status date:	24 Apr 2020				
Registered By	s. 47F(1)				
E-Mail Address	s. 47F(1)				
Phone Number	s. 47F(1)				
Role	Other				
When and Where					
Occurrence Date Time	22 Apr 2020 08:08				
Location	Banks Peak, Moa Island QLD, QLD				
Injury and Damage					
Injury Level	Serious				
Damage Level	Destroyed				
Damage Description	Destroyed				
Effect on Flight	Other				
Injuries					
	Fatal	Serious	Minor	Not Injured	Total
Crew			1		1
Passengers		1	1		2
Additional Crew Details	N/A				
Aircraft - VH-NBR					
Aircraft Manufacturer	Bell				
Aircraft Model	LongRanger				
Flight Number	Client Charter				
Operation - VH-NBR					
Flight Phase	Landing				
Departed From	Horn Island				
Destination	Banks Peak, Moa Island QLD				
Flight Rules	VFR				
Flight Conditions	VMC				
Operation Type	Charter				
Owner	s. 47F(1)				
Operator	Nautilus Aviation				
Airspace - VH-NBR					
Airspace Class	G				
Airspace Type	OCTA				
Altitude Type	Surface				
Text Summaries					
Summary	On April 22nd 2020 VH-NBR departed Horn Island for Kubin Island. At Kubin Island 2 passengers were collected to proceed to Banks Peak for works on the communication tower. On arrival to Banks Peak VH-NBR came in to contact with the ground resulting in a collision with terrain.				

<b>Occurrence Type</b>	
<b>Safety Factors</b>	
What Contributed?	Unknown at this time
Contributing factors description	Unknown at this time
Further Preventative Action	Unknown at this time
<b>Environment</b>	
Cloud Cover	Unknown
Icing Conditions	Nil
Lighting Conditions	Daylight
Precipitation Intensity	Nil
Precipitation Type	Nil
Visibility	9999
Visibility Reduced By	None
Wind Gusting	Unknown
Wind Direction	Unknown
Wind Speed	Unknown
<b>Individual - Pilot in command</b>	
Full Name	s. 47F(1)
Date of Birth	s. 47F(1)
Nationality	s. 47F(1)
Primary Phone Number	s. 47F(1)
Role	Pilot in command
Licence Number	s. 47F(1)
Licence Type	s. 47F(1)
Hours on all	s. 47F(1)
Hours on all last 90 days	s. 47F(1)
Hours on Type	s. 47F(1)

# Aviation Occurrence Investigation Web and Media Notification Form

Once completed please save as a PDF and email to your Branch Comms and CC: [ATSB-Comms@atsb.gov.au](mailto:ATSB-Comms@atsb.gov.au)

Level	Investigation No.	Status	Date Logged	Start Date	Expected completion date
5	AO-2020-023	Active	22 Apr 2020	22 Apr 2020	22 Oct 2020

IIC	Manager	Photos Available	Type of Investigation
s. 47F(1)	s. 47F(1)	No	Desktop

## Public Title

Collision with terrain involving a Bell 206L-1, VH-NBR, at Banks Peak, Moa Island, Queensland, 22 April 2020

Occurrence Date	Time	Occurrence Category	Occurrence Type	Highest Injury
22 Apr 2020	8:13 EST	Accident	Collision with terrain	Serious

Location	State	Country	Latitude	Longitude
Kubin (ALA), 37.96° T 12Km (Banks Peak, Moa Island)	QLD	Australia	10° 8.40'S	142° 17.40'E

## VH-NBR

Rego	Manufacturer	Model	Serial Number
VH-NBR	Bell Helicopter Co	206L-1	45232

Aircraft Type	Engine Type	Operator
Helicopter	Turboshaft	s. 47F(1)

Departure Point	Intended Destination	Actual Landing Point	Operation
Unknown	Banks Peak Moa Island		Charter - Passenger

Aircraft Damage	Country of Rego	Altitude
Substantial	Australia	Below 5000 ft AMSL

Injuries:				Persons on board:	
Fatal	Serious	Minor	Nil	Crew	Pax
				1	2

## Occurrence Summary

During final approach, the tail rotor struck a tree and the helicopter collided with terrain resulting in substantial damage. Two passengers sustained serious injuries. The investigation is continuing.

## Ground Injuries

Fatal	Serious	Minor
0	0	0

## Investigator Specialities

LAME , Operations (helicopter),

## Number of Investigators On-Site

N/A

## Expected Days on Site

Not Applicable

## ATSB Contributing Offices

Brisbane

## Investigators expected onsite

## Witnesses requested

Yes

## Investigation activities

**Request for Interview and/or Relevant Material**

Form: F32-1



**Australian Government**  
**Australian Transport Safety Bureau**

**ATSB Investigation No.**

The Australian Transport Safety Bureau is conducting an investigation into the following transport safety matter.

Collision with terrain involving a Bell 206L-1, VH-NBR, at Banks Peak, Moa Island, Queensland, 22 April 2020

**To** **Name:**

**Organisation:**

The ATSB conducts investigations solely for the purpose of enhancing transport safety. The object of an investigation is to determine the circumstances of the occurrence and to prevent similar event occurring in the future. It is not the object of an investigation to determine blame or liability.

In this context, you are required to attend an interview and/or produce relevant material under section 32 of the *Transport Safety Investigation Act 2003*. The reason that this request is made under section 32 is to ensure that the information or material that you provide is protected as restricted information under the Act

**Description of material, date required and any special instructions**

s. 38(1)(b)(i)

Evidence Required by:

Section 47 of the TSI Act provides that self-incrimination is not an excuse for not complying with this request. Information relating to section 32 and section 47 of the TSI Act is provided overleaf.

Thank you for your cooperation.

Signature of ~~Chief Commissioner~~/Delegate

Name of ~~Chief Commissioner~~/Delegate :

Date

Phone:

The following is a plain legal language summary of the relevant sections of the *Transport Safety Investigation Act 2003*. Please see the ATSB website [www.atsb.gov.au](http://www.atsb.gov.au) for the complete text of the TSI Act.

**Section 32—Require attendance to answer questions or produce evidence**

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The ATSB must first give the person written notice, allowing a reasonable time to comply.

Expenses may be paid for the cost of complying with a requirement to attend and answer questions (the amount is set by regulation).

Failure to comply is an offence. The penalty is a fine.

**Section 47—Self-incrimination no excuse**

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**Location of interview**  **Interview Date**  **Interview Time:**

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Transport Safety Investigation Act 2003- Section 32

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Transport Safety Investigation Act 2003- Section 32

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Thank you for your cooperation.

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Australian Government  
Australian Transport Safety Bureau

**Request for Interview and/or  
Relevant Material**

Form: F32-1

**ATSB Investigation No.**

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