

**Aviation Safety Investigation Report  
198900250**

**Hiller UH12E**

**8 October 1989**

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 CEO 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 CEO 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).**

**Occurrence Number:** 198900250  
**Location:** Sandstone WA  
**Date:** 8 October 1989  
**Highest Injury Level:** Nil  
**Injuries:**

**Occurrence Type:** Accident

**Time:** 1530

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>

**Aircraft Details:** Hiller UH12E  
**Registration:** VH-FBX  
**Serial Number:** 5105  
**Operation Type:** Charter  
**Damage Level:** Substantial  
**Departure Point:** Sandstone WA  
**Departure Time:** N/A  
**Destination:** Sandstone WA

**Approved for Release:** 24th January 1990

**Circumstances:**

As the aircraft was making an approach into a confined area, it was struck by a local wind condition known as "willy willy". The aircraft began to rotate in a clockwise direction and the pilot was unable to obtain a response from any of the controls. The aircraft touched down heavily, causing damage to the right hand skid and the tail rotor.

**Significant Factors:**

The following factors were considered relevant to the development of the accident

1. The pilot lost control of the helicopter when it was affected by a "wiily willy".
2. The aircraft collided with the ground before the pilot was able to regain control.