



EXECUTIVE SUMMARY- AIRCRAFT ACCIDENT REPORT

					Reference:	CA18/2/3/8260	
Aircraft Registration	ZU-EJY	Date of Accident	23 February 2007		Time of Accident	1145Z	
Type of Aircraft	ROTORWAY 162F			Type of Operation	Private		
Pilot-in-command Licence Type	Commercial		Age	44	Licence Valid	Yes	
Pilot-in-command Flying Experience	Total Flying Hours		5 446.6		Hours on Type	6.9	
Last point of departure	Private farm "Snyrivier" near Mariental in Namibia						
Next point of intended landing	Private farm "Snyrivier" near Mariental in Namibia						
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)							
On a game farm near Mariental in Namibia							
Meteorological Information	The weather was fine, with no cloud; Wind: 360 %6 kts; Temperature: 28 °C						
Number of people on board	1 + 0	No. of people injured	0	No. of people killed	0		
Synopsis							
<p>The pilot stated that he was herding game on a private farm in Namibia, approximately 34 nm east of Okahandja. He initiated a hover at approximately 30 ft AGL into the wind and slowly increased the collective pitch (CP), including right rudder, as the speed decreased. As he entered the hover, with approximately 29" MP (manifold pressure), the helicopter started to yaw to the left. He applied full right rudder, but the yaw rate increased rapidly to the left. He then lowered the collective and pushed the nose of the helicopter down in order to gain forward speed. Due to the light wind component, the weathercock effect was insignificant and the yaw was subsequently uncontrollable.</p> <p>As the nose-down attitude of the helicopter had no effect on gaining forward speed, the pilot levelled the aircraft and allowed it to lose height. The helicopter struck a thorn bush and rolled onto its right-hand side. From the time that the helicopter started to yaw until it hit the thorn bush, it went through 2½ turns. The pilot unlatched his safety belts, switched off the power and immediately exited the cockpit as fuel was spilling from the helicopter onto the ground. As he exited the cockpit, the aircraft caught fire.</p> <p>The helicopter was completely destroyed by the post-impact fire.</p> <p>The pilot sustained only minor scratches and burns on his legs.</p> <p>According to available information, the Initial Proving Flight had been carried out on the aircraft on 15 November 2006 and it had flown approximately 25 hours since new (TTSN).</p>							
Probable Cause							
To be determined by the State of Occurrence as stipulated in the ICAO document Annex 13, Chapter 5, Paragraph 5.1 (The State of Occurrence will institute an investigation into the circumstances of the accident or incident and be responsible for the conduct of the investigation.)							
IARC Date	27 May 2008		Release Date	Reviewed by EM office: AIID November 2009			