



SOUTH AFRICAN CIVIL AVIATION AUTHORITY

ACCIDENT REPORT – EXECUTIVE SUMMARY

Aircraft Registration	ZS-RTK	Date of Accident	08 November 2004	Time of Accident	1535Z
Type of Aircraft	ROBINSON R44 II		Type of Operation		Private
Pilot-in-command License Type	Private	Age	51	License Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours	7207.9		Hours on Type	25.7
Last point of departure	Landing zone near Hartebeespoort Dam				
Next point of intended landing	Hartebeespoort Dam private Aerodrome				

Location of the accident site with reference to easily defined geographical points (GPS readings if possible)
 Southern side of Hartebeespoort Dam (S25°45'.499" E027°53'.015")

Meteorological Information Fine, surface wind 180°/10 knots and temperature 34°C

Number of people on board	1 + 3	No. of people injured	0	No. of people killed	0
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Synopsis

The pilot and three passengers were engaged on a private flight from Grand Central Aerodrome to a landing zone near Hartebeespoort Dam.

Upon arrival they landed, soon thereafter they took off again and executed two orbits around the area. On the third round the pilot approached for a landing. The pilot reported that while overhead the dam at approximately 40 feet AGL and at an indicated airspeed of 40 knots he started to slow the aircraft down in anticipation of coming into the hover. When he applied power he noticed the low RPM audio warning and warning light on the instrument panel had illuminated. The aircraft started sinking due to a loss of power.

Due to the high rate of descent the aircraft contacted the rocky terrain hard with the rear skids and bounced. The main rotor blades struck the ground which resulted in a dynamic roll-over. The aircraft was extensively damaged due to dynamic rollover.

Although the aircraft was extensively damaged the occupants were not injured during the accident.

The aircraft had flown a total of 5, 4 hours since the last MPI was certified on 01 October 2004 with a total of 304, 6 airframe hours.

Probable Cause

The pilot lost control of the aircraft while coming into the hover by overriding the governor which resulted in the aircraft losing altitude at a high rate of descent and crashed.

Contributing factor was attributed to the pilot’s minimum experience on the helicopter by being unable to compensate for the recovery during high rate of descent.