



SOUTH AFRICAN CIVIL AVIATION AUTHORITY

AIRCRAFT ACCIDENT REPORT AND EXECUTIVE SUMMARY

Aircraft Registration	ZS-RPZ	Date of Accident	31 December 2004	Time of Accident	1308Z
Type of Aircraft	ROBINSON-R44 RAVEN II		Type of Operation	Private	
Pilot-in-command Licence Type	Private	Age	48	Licence Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours	491.40	Hours on Type	100	
Last point of departure	Bethal Aerodrome				
Next point of intended landing	Standerton Aerodrome (FASR)				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)					
On a private farm-Flakfontein (Near Standerton)					
Meteorological Information	Visibility: Good, Wind: Calm, Temperature: 28C				
Number of people on board	1+0	No. of people injured	0	No. of people killed	0
Synopsis	<p>The pilot was on a private flight from Bethal Aerodrome to Standerton Aerodrome (FASR) when the accident occurred.</p> <p>The pilot stated that, while he was 2nm from FASR and at an altitude of approximately 600ft AGL (Above Ground Level) the aircraft experienced a severe vibration in the vertical and horizontal planes. The pilot then reduced collective pitch; he initially attempted to increase power, however, that aggravated the vibration. The pilot then elected to execute a precautionary landing, he further stated that, he approached a landing site at 60kts and on touch down the helicopter rolled over and came to a halt 50m from the point of touchdown.</p> <p>The pilot sustained no injuries and the aircraft was extensively damaged as a result of this accident.</p> <p>The aircraft was imported into the country in 2003 and was registered on 06 August 2003. The aircraft had a valid Certificate of Airworthiness, which was issued on 11 August 2003 with an expiry date of 10 August 2005. There was no record of type acceptance in the CAA records.</p> <p>The last Mandatory Periodical Inspection (MPI) was certified on 06 August 2004 at 94.1 flying hours and the aircraft had accumulated a further 48.9 flying hours since the last MPI.</p>				
Probable Cause					
The cause of this accident was attributed to the main rotor blade failure caused by a fatigue crack, the cause of this crack was however undetermined.					
IARC Date		Release Date			