



J10/2/6994

A99-003

# SOUTH AFRICAN CIVIL AVIATION AUTHORITY

## ACCIDENT REPORT – EXECUTIVE SUMMARY

<b>Date of Accident</b>	16 January 1999	<b>Time of Accident</b>	0900Z		
<b>Aircraft Registration</b>	<b>ZS-HAN</b>	<b>Type of Aircraft</b>	<b>Robinson R22B</b>		
<b>Pilot-in-command Licence Type</b>	TR	<b>Age</b>	30	<b>Licence Valid</b>	Yes
<b>Pilot-in-command Flying Experience</b>	<b>Total Flying Hours</b>	3111	<b>Hours on Type</b>	76	
<b>Last point of departure</b>	FAWB				
<b>Next point of intended landing</b>	FAWB				
<b>Location of the accident site with reference to easily defined geographical points (plus GPS readings if possible)</b>					
FAWB					
<b>Meteorological Information</b>	The weather was fine.				
<b>Number of people on board</b>	1+1	<b>No. of people injured</b>	0	<b>No. of people killed</b>	0
<b>Synopsis</b>	<p>The pilot and student were on a training flight (circuits &amp; landings and emergencies) when the accident occurred.</p> <p>To finish off the first period of training (after 55 minutes) the pilot decided to have the student initiating an autorotation after which he would then take over and do the actual flare and landing. According to the pilot the student was very nervous and he took control of the aircraft early during the manoeuvre and landed safely.</p> <p>During the second period of the training session another autorotation maneuver was executed. At a height of 400 ft the instructor took control of the aircraft and asked the student to close the carburetor heat valve and follow through with him on the controls. At 60 ft above the ground the pilot started to flare but he claimed that as he opened the throttle the engine did not respond as anticipated and a hard landing followed. The pilot stated that he could hear the engine rpm increasing after the aircraft struck the ground.</p>				
<b>Probable Cause</b>					
The pilot either misjudged his height during the autorotation or applied throttle too late in order to prevent a hard landing.					