



J10/2/7005

A99-014

## SOUTH AFRICAN CIVIL AVIATION AUTHORITY

### ACCIDENT REPORT – EXECUTIVE SUMMARY

<b>Date of Accident</b>	10/02/1999	<b>Time of Accident</b>	0420Z		
<b>Aircraft Registration</b>	<b>ZS-RIP</b>	<b>Type of Aircraft</b>	<b>Mi-8 MTV-1</b>		
<b>Name of Owner</b>		<b>Name and Number of Operator</b>			
Heyns Helicopters (Pty) Ltd					
<b>Pilot-in-command Licence No.</b>	CR	<b>Age</b>	38	<b>Licence Valid</b>	Yes
<b>Pilot-in-command Flying Experience</b>	<b>Total Flying Hours</b>		3 551.7	<b>Hours on Type</b>	555.6
<b>Last point of departure</b>	Forest Fire Station Heli-port, Newlands, Cape Town				
<b>Next point of intended landing</b>	Forest Fire Station Heli-port, Newlands, Cape Town				
<b>Location of the accident site with reference to easily defined geographical points (plus GPS readings if possible)</b>					
On top of Boston House, Strand Street, Cape Town					
<b>Meteorological Information</b>	Fine				
<b>Number of people on board</b>	2 + 2	<b>No. of people injured</b>	None	<b>No. of people killed</b>	Four
<b>Synopsis</b>	<p>On Tuesday the 9 February 1999, Heyns Helicopters were to deliver a cooling system to the top of the Foschini Building, 34 St Georges Mall, Cape Town. As the wind was too strong to execute the task on the day it was decided to attempt the flight on 10 February 1999 at first light.</p> <p>The following morning the two sections to be lifted were positioned at the Grand Parade, Cape Town. At 0400Z the helicopter departed from the Newlands Forest Heli-port towards the Grand Parade, where it hovered, whilst the load was hooked up onto the cargo sling.</p> <p>The helicopter then lifted and proceeded towards the “drop-off” point, flying in a westerly direction along Strand Street, which was closed for traffic.</p> <p>As the helicopter approached the building, commonly known as Boston House, it turned 90° to the right and flew to the position above Boston House.</p> <p>Once at that position, the helicopter once again turned 90° right, now facing in a easterly direction. The helicopter hovered for a moment, with the tail rotor of the helicopter very close to the “Stannic” advertising board on top of an adjacent building. Shortly thereafter, the tail rotor touched the advertising board. The helicopter hovered for about another 2 seconds and then it started spiraling anti-clockwise. The tail boom swung through about 180°, the helicopter lost altitude and in the process the tail boom impacted the wall of one of the buildings, breaking it at the attachment where it meets the fuselage.</p> <p>The helicopter plummeted downwards, nose first, and crashed on top of Boston House. On impact the helicopter burst into flames. A short while after impact some minor explosions were heard.</p>				
<b>Probable Cause</b>					
<p>During the final positioning phase of the flight, as the helicopter was manoeuvred in a clockwise direction, insufficient tail rotor clearance was maintained causing the anti-torque tail rotor blades to make contact with an advertising board, resulting in a complete loss of control. The helicopter yawed in an anti-clockwise direction and pitched down forward into the building in front of it and crashed on top of the roof of Boston House, fatally injuring the crew.</p>					