



J10/2/7073

A99-082

SOUTH AFRICAN CIVIL AVIATION AUTHORITY

ACCIDENT REPORT – EXECUTIVE SUMMARY

Date of Accident	15 July 1999	Time of Accident	1100Z	
Aircraft Registration	ZS-HUB	Type of Aircraft	Robinson R22	
Pilot-in-command License Type	Private		License Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours	3 260	Total Hours on Type	3 185
Type of Operation	Other Aerial Work			
Last point of departure	Vaalwater			
Next point of intended landing	Baltimore			

Location of the accident site with reference to easily defined geographical points (plus GPS readings if possible)

Baltimore Game farm

Meteorological Information	Fine				
Number of people on board	0	No. of people injured	0	No. of people killed	0
Synopsis					

The pilot flew the helicopter from Vaalwater to Baltimore in order to locate a buffalo, which was caught in a trap. With his arrival on the game farm he landed the helicopter in an open field and took off the doors and then picked up a veterinarian who located and sedated the buffalo from the air.

The pilot then off-loaded the veterinarian and flew the helicopter back to the position where he left the doors. After landing the helicopter, he locked the Cyclic Friction knob as well as the Collective Friction nut, but left the engine idling at 75% RPM.

He then got out of the helicopter to pick up the helicopter's doors. As he walked around the front of the helicopter, the helicopter lifted off vertically to a height of approximately 200 ft and drifted approximately 100m away before it slowly started to decent. Approximately 10 ft above the ground the tail section lowered and struck the ground. There was no one inside the helicopter at the time of the accident and the helicopter sustained extensive damage during the accident.

Probable Cause

The pilot left the helicopter unattended with the engine running at 75% RPM, despite the fact that the Owners Operating Manual warns pilots to idle the engine below 60% RPM when it is hot. This probably caused the Collective Lever to creep up, increasing both pitch and throttle, allowing the helicopter to lift off.