



A01-013 / 7308

SOUTH AFRICAN CIVIL AVIATION AUTHORITY

ACCIDENT REPORT – EXECUTIVE SUMMARY

Date of Accident	27/1/2001	Time of Accident	1130Z	
Aircraft Registration	ZS-RBM	Type of Aircraft	Robinson R-22 Beta	
Pilot-in-command Licence Type	Private		Licence Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours	67.7	Total Hours on Type	67.7
Type of Operation	Private			
Last point of departure	Harrismith			
Next point of intended landing	Farm near Bethlehem			

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

Farm near Bethlehem

Meteorological Information Metar 1200Z - 350°/18kt, 9999, SCT045TCU, FEW045CB, 27/12, QNH 1022

Number of people on board	One	No. of people injured	None	No. of people killed	None
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Synopsis

The pilot flew from Durban and landed at Harrismith where the helicopter was refuelled. He then continued with the flight and landed in a ploughed field on a farm near Bethlehem, where he visited some family. While on the ground, weather conditions start deteriorating and the pilot decided to spend the night before continuing his flight to Vryburg.

The pilot decided to hangar the helicopter for the night, as hangar space was available and thunderstorm activity prevailed in the area with a possibility of hail that could have damaged the aircraft. In order to hangar the helicopter the pilot had to reposition the aircraft closer to the hangar where after they could push it inside.

During an attempt to establish the helicopter in the low hover the pilot experienced a decay in main rotor rpm, he overreacted and dumped the collective. A hard landing followed and the helicopter bounced back into the air, on touch down the left front skid assembly failed and the helicopter rolled over to the left. Nobody was injured in the accident.

Probable Cause

The pilot over re-acted when he experienced a sudden decay in main rotor rpm, a hard landing followed and the subsequent rollover of the helicopter.

A contributory factor was the density altitude at the time of 8 600 feet amsl. The pilot who conducted the majority of his flying at the coast was not familiar with the effect of density altitude on aircraft performance.