



SOUTH AFRICAN CIVIL AVIATION AUTHORITY

ACCIDENT REPORT – EXECUTIVE SUMMARY

Date of Accident	3/2/2001	Time of Accident	0530Z	
Aircraft Registration	ZS-RBK	Type of Aircraft	Robinson R-22 Beta	
Pilot-in-command Licence Type	Private		Licence Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours	216.7	Total Hours on Type	175.6
Type of Operation	Private			
Last point of departure	Wakkerstroom Aerodrome			
Next point of intended landing	Wakkerstroom Aerodrome			

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

Wakkerstroom Aerodrome Area

Meteorological Information Fine, Temperature +17°C, Dew Point +13°C, Humidity 81%, No Wind.

Number of people on board	1 + 1	No. of people injured	None	No. of people killed	None
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Synopsis

The pilot departed on a solo scenic flight in the Wakkerstroom area, he returned 20 minutes later and landed back at the aerodrome. A passenger was uplifted and the same route was flown again.

On returning to the aerodrome the helicopter was positioned in the low hover approximately 10 feet above ground level. According to the pilot he was not entirely happy with the sound of the engine at this time although it only indicated a marginal under performance as registered on both the engine and rotor rpm indicators. "Consequently, I decided to do another flight around and then come in for a final landing. I flew down runway 22 the aircraft instruments recorded top of the green at this time and went through transition without any problem. However, at 35 ft AGL the low rpm indicator came on as the aircraft continued to lose power in both declining engine and rotor rpm indicators."

The aircraft was losing height although forward speed seemed to be maintained (\pm 40kt).

Realising that ground impact was unavoidable, a slide on landing was initiated with the terrain being described as fairly level, sloping down and to the right. The surface was long grass. According to the pilot the aircraft must have rolled over during impact as his passenger was hanging from his seat belt on top of him. Nobody was injured in the accident.

Probable Cause

The engine loss power, the aircraft was unable to gain height and a subsequent attempted forced landing followed.

The decision by the pilot to execute another circuit knowing that the engine was not delivering full power at the time could be considered as a significant contributing factor for this accident.