



Ref: 7477

**SOUTH AFRICAN CIVIL AVIATION AUTHORITY****ACCIDENT REPORT – EXECUTIVE SUMMARY**

<b>Aircraft Registration</b>	ZS-HVD	<b>Date of Accident</b>	18/3/2002	<b>Time of Accident</b>	1030Z
<b>Type of Aircraft</b>	HUGHES 269C		<b>Type of Operation</b>	Private	
<b>Pilot-in-command Licence Type</b>	Private	<b>Age</b>	38	<b>Licence Valid</b>	Yes
<b>Pilot-in-command Flying Experience</b>	Total Flying Hours	193.0	Hours on Type	193.0	
<b>Last point of departure</b>	Farm Doornlaagte near Deben in the Northern Cape				
<b>Next point of intended landing</b>	Farm Doornlaagte				
<b>Location of the accident site with reference to easily defined geographical points (GPS readings if possible)</b>					
Farm Doornlaagte (GPS - 27° 17.759' South 022° 38.815' East at elevation ± 3 913 feet AMSL)					
<b>Meteorological Information</b>	Fine				
<b>Number of people on board</b>	1 + 1	<b>No. of people injured</b>	None	<b>No. of people killed</b>	None
<b>Synopsis</b>	<p>The pilot, accompanied by a passenger, took-off from the farm Doornlaagte on a private flight. Shortly after take-off they experienced a loss in engine power followed by a subsequent engine failure in-flight. The pilot had no option but to execute a forced landing in a densely wooded area.</p> <p>In an attempt to select a suitable landing area he allowed the main rotor RPM to decay substantially and a hard landing followed. The rear cross tube assembly failed on impact allowing the main rotor blades to sever the tail boom.</p> <p>Nobody was injured in the accident.</p>				
<b>Probable Cause</b>					
The loss in engine power and subsequent engine failure could be attributed to the seizure of the No. 3 connecting rod big-end bearing. It is considered that the failure was a result of restricted oil flow over a period to the big-end bearing.					