



Ref: 7588

SOUTH AFRICAN CIVIL AVIATION AUTHORITY

ACCIDENT REPORT – EXECUTIVE SUMMARY

Date of Accident	15 November 2002	Time of Accident	0715Z	
Aircraft Registration	ZS-RBK	Type of Aircraft	Robinson R22 Beta	
Pilot-in-command License Type	Commercial		License Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours	1830	Total Past 90 Days Total on Type Past 90 Days	80 10
			Total Hours on Type	125
Type of Operation	Training			
Last point of departure	FAWB (Wonderboom)			
Next point of intended landing	FAWB (Wonderboom)			

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

FAWB (Wonderboom) (East of Rwy 06)

Meteorological Information (Supplied by the P.I.C.)	Wind 060/10, Good Visibility, Temperature of +22°C, 100% cloud cover at 1500'				
Number of people on board	2+0	No. of people injured	0	No. of people killed	0

Synopsis

On 15 November 2002 during a dual training flight, the student was engaged in a hovering exercise over the helipad, east of runway 06 at FAWB (Wonderboom).

A right yaw ensued and the student inadvertently applied full right rudder. The instructor immediately applied full left rudder to counteract the yaw, but could not arrest the yaw, resulting in the main rotor making contact with the ground and the helicopter rolled over.

The occupants were not hurt, but the aircraft sustained extensive damage.

The instructor pilot was the holder of a valid commercial licence and the aircraft type was endorsed into his logbook. He also held an instructor's rating (Gr III), endorsed on his instructors' rating and a valid, unrestricted medical certificate, which lapses on 31 May 2003.

The operating company (John Bassi Helicopters CC) had a valid Aviation Training Organisation and Approval Number, CAA/0150.

According to available records the aircraft was correctly maintained and has flown a total of 21.4 Hrs since the last MPI.

Probable Cause

The instructor was unable to recover (arrest the yaw) after the student pilot applied full right rudder instead of left rudder to compensate for the right yaw.