



Ref: 7591

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

<b>Aircraft Registration</b>	ZS-RIK	<b>Date of Accident</b>	20 Nov 2002	<b>Time of Accident</b>	0830Z
<b>Type of Aircraft</b>	ROBINSON R22 BETA		<b>Type of Operation</b>	Game / Live stock cull	
<b>Pilot-in-command Licence Type</b>	Commercial	<b>Age</b>	37	<b>Licence Valid</b>	Yes
<b>Pilot-in-command Flying Experience</b>	Total Flying Hours	1001.12	Hours on Type	597.2	
<b>Last point of departure</b>	Buffelsdrift farm in the Northern Province, near Ellisras				
<b>Next point of intended landing</b>	Buffelsdrift farm in the Northern Province, near Ellisras				
<b>Location of the accident site with reference to easily defined geographical points (GPS readings if possible)</b>					
Buffelsdrift farm in the Northern Province, near Ellisras					
<b>Meteorological Information</b>	Fine weather conditions prevailed at the time of the accident. The wind was easterly at 5 knots. There was no cloud and the prevailing temperature was recorded as 25°C.				
<b>Number of people on board</b>	1+1	<b>No. of people injured</b>	0	<b>No. of people killed</b>	0
<b>Synopsis</b>	<p>On 20 November 2002 at approximately 0830Z, during fine weather conditions, the pilot, accompanied by a passenger, was engaged in a game darting exercise.</p> <p>After some time in the air the helicopter ran short of fuel. The pilot landed the helicopter and additional fuel was added from drums by the owner of the helicopter.</p> <p>A short while later the pilot took-off again, but approximately 100m away from the take-off point the engine started running rough and the low rotor RPM warning sounded. The pilot attempted to land the helicopter downwind, but a hard landing followed. The latter resulted in the skids collapsing and the main rotor made contact with some dense bush.</p> <p>The AMO recovering the helicopter, reported that the fuel in the drums were contaminated by water.</p> <p>The pilot was correctly licenced and type rated on the aircraft type and held a valid medical certificate as a commercial pilot, valid until 28 February 2003. He was also the holder of a Cull rating for game and live stock.</p> <p>According to available records the aircraft was correctly maintained. The last MPI was certified on 16 September 2002 at 5323.9 airframe hours and the aircraft has accumulated a further 61.1 airframe hours since the last MPI.</p> <p>No on-site investigation was carried out.</p>				
<b>Probable Cause</b>					
The aircraft was refuelled with contaminated fuel.					