



Ref: 7695

## SOUTH AFRICAN CIVIL AVIATION AUTHORITY

### ACCIDENT REPORT – EXECUTIVE SUMMARY

<b>Aircraft Registration</b>	<b>ZS-RCX</b>	<b>Date of Accident</b>	29/8/2003	<b>Time of Accident</b>	0730Z
<b>Type of Aircraft</b>	ROBINSON R22 BETA		<b>Type of Operation</b>	Game Capture	
<b>Pilot-in-command Licence Type</b>	Commercial	<b>Age</b>	41	<b>Licence Valid</b>	Yes
<b>Pilot-in-command Flying Experience</b>	Total Flying Hours	4 592.5		Hours on Type	4 588.0
<b>Last point of departure</b>	Farm Nyatilulu in the Phalaborwa Area				
<b>Next point of intended landing</b>	Farm Nyatilulu in the Phalaborwa Area				
<b>Location of the accident site with reference to easily defined geographical points (GPS readings if possible)</b>					

Farm Nyatilulu in the Phalaborwa Area

<b>Meteorological Information</b>	Fine, with calm wind conditions prevailing.				
<b>Number of people on board</b>	One	<b>No. of people injured</b>	None	<b>No. of people killed</b>	None

#### Synopsis

The aircraft was transported on a trailer to the game farm where it was intended to be utilized in a game capturing operation.

The aircraft was secured to a trailer by several clamps attaching the skid gear assembly to the trailer that have to be removed by the pilot prior to flight. Once all the clamps have been physical removed and accordingly accounted for the aircraft takes off from the trailer platform under its own power. According to a statement obtained from the pilot he had forgotten to loosen the front right skid/trailer attachment as his attention was diverted, when some one called him while he was busy unlatching the attachment clamps. During an attempted take-off from the trailer the aircraft rolled over to the right as a result of the clamp that was still securing the skid gear assembly to the trailer. The pilot was not injured in the accident but the aircraft was substantially damaged.

The pilot was the holder of a valid commercial pilot's license and had the aircraft type endorsed in his logbook. He was also the holder of a valid Culling/Livestock Rating at the time of the occurrence.

The last Mandatory Periodic Inspection (MPI) that was certified on the aircraft prior to the accident was conducted on 12 August 2003, at 2 866.2 airframe hours.

#### Probable Cause

The pilot was unable to recover from the dynamic roll-over condition after he neglected to unlatch the front right skid/trailer attachment clamp, during an attempted take-off from a trailer that was utilized to transport the aircraft.