



Ref: 7761

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

<b>Aircraft Registration</b>	<b>ZS-ROV</b>	<b>Date of Accident</b>	28 January 2004	<b>Time of Accident</b>	0529Z
<b>Type of Aircraft</b>	ROBINSON R22 BETA II		<b>Type of Operation</b>	Training	
<b>Pilot-in-command Licence Type</b>	Commercial	<b>Age</b>	23	<b>Licence Valid</b>	Yes
<b>Pilot-in-command Flying Experience</b>	Total Flying Hours	986.0	Hours on Type	±360	
<b>Last point of departure</b>	Rand Aerodrome (FAGM)				
<b>Next point of intended landing</b>	Rand Aerodrome (FAGM)				
<b>Location of the accident site with reference to easily defined geographical points (GPS readings if possible)</b>					
On Rand Aerodrome North of Runway 11/29 and West of Runway 17/35 (S26° 14'31.1 E028° 09'04.8)					
<b>Meteorological Information</b>	Fine: Surface wind 350°/05 knots, CAVOK				
<b>Number of people on board</b>	2 + 0	<b>No. of people injured</b>	0	<b>No. of people killed</b>	0

**Synopsis**

The pilot, accompanied by a student pilot departed Rand Aerodrome at 0429Z for circuits and autorotation training. The student pilot was not briefed about the full autorotation training as it was going to be his next lesson.

The instructor pilot stated that the student flew with different instructors during his training. The pilot stated that she was landing into wind using threshold 11 and the prevailing wind was 350°/05 knots.

During the last autorotation practice was straight in, in closer proximity to the ground on final approach for the threshold of Runway 11. The initial approach went well but the student tensed up on the controls and the instructor took over control. She attempted to correct the student's actions by opening the throttle to increase RPM but the speed and the RPM was just too low. The pilot attempted to recover by increasing the power further but did not have sufficient height available to recover and the aircraft started sinking rapidly.

In an attempt to slow the aircraft down and execute a run on landing, it landed hard, touching with the back skids first. This resulted in the aircraft rolling onto the right-hand side. The aircraft was substantially damaged.

Although the aircraft was substantially damaged the crew were not injured.

The last Mandatory Periodic Inspection prior to the accident was certified on 18 November 2003 at 197.3 airframe hours. It has flown a further 84.8 hours after the MPI was certified.

**Probable Cause**

During an autorotation exercise the instructor took control over at approximately 200 feet AGL. In an attempt to recover from a low rotor RPM condition, a hard landing followed and the aircraft rolled over.