



Ref: 7775

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

<b>Aircraft Registration</b>	<b>ZS-HNT</b>	<b>Date of Accident</b>	17 March 2004	<b>Time of Accident</b>	0830Z
<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>	29	<b>Licence Valid</b>	Yes
<b>Pilot-in-command Flying Experience</b>	Total Flying Hours	280	<b>Hours on Type</b>	261	
<b>Last point of departure</b>	Private Aerodrome on a game farm near Naboomspruit				
<b>Next point of intended landing</b>	Private Aerodrome on a game farm near Naboomspruit				
<b>Location of the accident site with reference to easily defined geographical points (GPS readings if possible)</b>					
On the game farm Ingwe Valley- Naboomspruit district. GPS co-ordinates: 24°00'34.3" South 028°32'06.1" East					
<b>Meteorological Information</b>	Temperature: 23°C. Wind: Variable/5-10kts. Visibility: 5Km, overcast				
<b>Number of people on board</b>	1 + 1	<b>No. of people injured</b>	0 + 1	<b>No. of people killed</b>	Nil
<b>Synopsis</b>	<p>The pilot was accompanied by a veterinary surgeon in order to dart a white rhino that had taken ill. The rhino was successfully darted and the pilot needed to keep the rhino from entering dangerous terrain. After executing a low level fly past to herd the rhino, the pilot felt that he was running out of power and the low rotor rpm warning sounded. He avoided colliding with a tall tree but landed heavily on a small bush behind the tree.</p> <p>The helicopter was substantially damaged and came to rest on its left hand side. The veterinary surgeon sustained a cut to his finger. No other injuries were sustained.</p> <p>The last MPI was certified on 20 November 2003 at 3217.7 total airframe hours. At the time of the accident the aircraft had accumulated a further 35.6 hours after the MPI.</p>				
<b>Probable Cause</b>					
<p>While the pilot was herding a darted rhino in order to prevent it from entering dangerous terrain, he experienced a loss of power and the low rotor rpm warning sounded, resulting in a forced landing. It is possible that a sudden change in wind direction at a low IAS resulted in a tailwind condition with a subsequent loss of performance from which the pilot was unable to recover.</p>					