



Ref: 7817

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

Aircraft Registration	ZS-RIK	Date of Accident	11 June 2004	Time of Accident	0600Z
Type of Aircraft	ROBINSON R22 BETA		Type of Operation	Game Capturing	
Pilot-in-command License Type	Private	Age	53	License Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours	3 868.0		Hours on Type	317.9
Last point of departure	Game farm in the Ellisras area				
Next point of intended landing	Game farm in the Ellisras area				

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

Game farm in the Ellisras area

Meteorological Information Fine: Wind – Light and variable from the North, Temperature 9°C, CAVOK

Number of people on board	1 + 0	No. of people injured	1	No. of people killed	0
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Synopsis

The aircraft, which was being utilized for game capturing purposes, was left to stand outside in the field during the period that it was not in use.

The pilot conducted a pre-flight inspection of the aircraft at approximately 0515Z on the morning of 11 June 2004. During his pre-flight inspection he noted that ice had formed on the gascolator and fuel line located between the main fuel tank and gascolator. He removed the ice and completed his inspection, where after he started the engine and allowed it to idle to allow engine oil temperatures and pressures to rise adequately prior to take-off.

Shortly after take-off at a height of approximately 40 feet above the ground (AGL) and an indicated airspeed of approximately 30kts the pilot recalled a substantial engine power loss. Due to limited height and speed available he attempted to cushion the landing by applying maximum collective pitch but the aircraft impacted the ground at a substantial rate of descent. The pilot suffered a broken back as a result of the impact and was admitted to a local hospital where his condition was diagnosed, which required him to be transferred to a hospital in Johannesburg where he spent nearly 2 months to recover before he was discharged. The aircraft was substantially damaged as a result of the accident.

Probable Cause

According to available evidence the most probable cause for the engine power loss was attributed to carburettor icing, with meteorological conditions at the time allowing for serious icing. Following the event the pilot had limited time available to take corrective action and impacted the ground at a substantial rate of descent.