Ref: 7835

SOUTH AFRICAN CIVIL AVIATION AUTHORITY

ACCIDENT REPORT – EXECUTIVE SUMMARY

Aircraft Registration	**ZS-HUN**	**Date of Accident**	29 July 2004	**Time of Accident**	1525Z
Type of Aircraft	ROBINSON R22 BETA		**Type of Operation**	Ferry Flight	
Pilot-in-command License Type	Commercial	**Age**	42	**License Valid**	Yes
Pilot-in-command Flying Experience	Total Flying Hours	4 605.0		Hours on Type	4 600.0
Last point of departure	Farm Blouberg in the Vivo district				
Next point of intended landing	Farm near the town of Vivo				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)					
Farm Blouberg in the Vivo district (Limpopo Province)					
Meteorological Information	Fine: Wind - NW/5-10kt, Temperature +20°C, CAVOK				
Number of people on board	1 + 0	**No. of people injured**	0	**No. of people killed**	0

Synopsis

The accident aircraft had been maintained by the same AMO (Aircraft Maintenance Organisation) for the past four years (±1220 airframe hours), which amounted to 14 Mandatory Periodic Inspections, including a 12-year inspection (major overhaul), which was certified on 31 May 2004 followed by one last MPI prior to the accident, which was certified on 24 July 2004 at 5 650.5 airframe hours.

According to the pilot, he had completed the required game herding operation for the day and was returning from the farm Blouberg to a farm near the town of Vivo. While in cruise flight overhead some high ground he noted a drop in engine/rotor RPM. He was unable to maintain altitude and rectify the problem as he had no throttle authority and had to execute a forced landing. He managed to turn away from the high ground into wind and conducted a forced landing in dense bush type terrain, resulting in substantial aircraft damage. The pilot was, however, not injured in the accident.

Probable Cause

The Throttle Over-travel Spring Assembly became dislodged (unscrewed) at the upper connecting rod-end arm support bracket, rendering the pilot without any throttle authority. The mechanical throttle linkage connected to the carburettor was gradually being pushed to the closed position as a result of the weight of the over-travel spring assembly, resulting in a decrease in engine power rendering ground impact (forced landing) inevitable.