



SOUTH AFRICAN CIVIL AVIATION AUTHORITY

AIRCRAFT ACCIDENT REPORT AND EXECUTIVE SUMMARY

Aircraft Registration	ZS-RJT	Date of Accident	09 August 2004		Time of Accident	1300Z
Type of Aircraft	ENSTROM F28C		Type of Operation	Charter (Land Surveying)		
Pilot-in-command Licence Type	Commercial	Age	38	Licence Valid	Yes	
Pilot-in-command Flying Experience	Total Flying Hours	1776.7		Hours on Type	364.3	
Last point of departure	Total garage next to R37 route between Pietersburg and Burgers fort.					
Next point of intended landing	Total garage next to R37 route between Pietersburg and Burgers fort.					
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)						
30nm North-West of Burgers fort at the following GPS position, S 24° 24' 17.0" E 029° 58' 09.1".						
Meteorological Information	CAVOK; Clouds: None; Wind: Variable at 2-3kts; Temperature: 24°C; Dew point: 10°C;					
Number of people on board	1+1	No. of people injured	0	No. of people killed	0	
Synopsis	<p>The pilot accompanied by a passenger was engaged on a surveillance flight for a local mining company and were measuring the boundaries of the company's property when the accident occurred.</p> <p>The pilot stated that, they needed to land next to a pinnacle from which the measurements had to be taken. He circled the area at 500ft AGL (Above Ground Level) to confirm the wind direction and after identifying a suitable landing area, he descended to 100ft AGL to do his final inspection to confirm size and suitability of the selected area. He then decided to approach the mountain from the north and over-fly the area in a southerly direction. During this over-flight he reduced his air speed to 40mph for better visibility.</p> <p>While approaching the landing area he realised that the main rotor RPM had reduced to the bottom of the green range. The pilot then lowered the collective pitch lever and advanced the throttle. At that point of his approach a substantial descent rate started, which leads him to believe that he had encountered a down draft condition and subsequently the helicopter crashed. The pilot and passenger sustained no injuries and the helicopter sustained damage to its tail-boom and tail rotor blades.</p> <p>The last Mandatory Periodical Inspection (MPI) was certified on 06 August 2004 at 1120.0 flying hours and the helicopter had accumulated a further 2.7 flying hours.</p>					
Probable Cause						
The pilot failed to monitor the main rotor RPM whilst he was descending for a landing, which resulted in a hard landing with the helicopter skidding rearward.						
IARC Date		Release Date				