



Ref: 7849

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

Aircraft Registration	ZS-RKU	Date of Accident	27 August 2004	Time of Accident	1530Z
Type of Aircraft	ROBINSON R22 BETA		Type of Operation		Game Capturing
Pilot-in-command Licence Type	Commercial	Age	49	Licence Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours	3935		Hours on Type	2200
Last point of departure	Private Aerodrome on a farm in Villiers				
Next point of intended landing	Private Aerodrome on a farm in Villiers				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)					
On a farm between Villiers and Reitz					
Meteorological Information	Wind: North Easterly at 10 to 25kts. Visibility: Good. Temperature: 26°C				
Number of people on board	1 + 1	No. of people injured	1 + 1	No. of people killed	0

Synopsis

The pilot stated that he took off from the farm in the Reitz area where he had been engaged in game capturing activities. As he prepared to lift-off the resident farmer asked to accompany him back to the farm house. On the way to the farm house the pilot flew around a nearby field to look for the remaining game. A turn back to the farm house was executed and the aircraft sank and impacted the ground.

The pilot flew low enough to perceive cues from the ground and tried to maintain constant groundspeed instead of constant airspeed. Thus, he found himself behind the curves of power and collective-pitch requirements. Thus, without increased collective the aircraft ran out of power. The aircraft crashed into the wet ground and rolled over.

The aircraft sustained damage to the main rotor, tail rotor, tail boom, cabin and skids. The persons onboard escaped with minor injuries.

No records of the operator could be found in the CAA record keeping system.

The Aircraft Maintenance organisation was audited in the last two years; the last audit was conducted on 29 July 2004.

The last MPI prior to the accident was certified on 20 July 2004 at a total of 1194.5 airframe hours. The aircraft was operated for 41.0 hours since the last MPI was certified. All the applicable Service Bulletins and Airworthiness Directives were complied with.

Probable Cause

The accident was attributed to a turn that was executed in the downwind direction at a low altitude, this resulted in the aircraft being behind the power and collective-pitch curves. Without the increase in collective the aircraft run out of power and crashed into the wet ground.