



CA18/2/3/8060

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

Aircraft Registration	ZS-RLC	Date of Accident	10 January 2006	Time of Accident	1115Z
Type of Aircraft	ROBINSON R22 BETA II		Type of Operation		Training
Pilot-in-command Licence Type	Private	Age	23	Licence Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours	223.6	Hours on Type	161.7	
Last point of departure	Virginia Aerodrome; FAVG				
Next point of intended landing	Virginia Aerodrome; FAVG				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)					
Approximately 25km North West of FAVG. (GPS: S 29° 36.3' E031° 00.6')					
Meteorological Information	Temperature 30°C; wind light; visibility good; Cloud cover 6/8; Cloud base 300ft.				
Number of people on board	1 + 0	No. of people injured	0	No. of people killed	0

Synopsis

The pilot who was in the employment of the SA Police Service took off from FAVG on a solo Visual Flight Rules flight to the general flying area. The flight was part of training towards his commercial pilot license. The take off and the flight to the General Flying area was uneventful; however; when he was entering the general flying area; he commenced to descend to a lower altitude too sooner than he was briefed. While descending to enter the area; and after passing the first bridge, he noticed a black wire spanned across (left to right) approaching fast towards him. He made an attempt to pull power but it was too late and the helicopters' skids collided with the wire which caused the helicopter to overturn uncontrollably and crashed.

The pilot did not sustain any injuries.

The helicopter was substantially damaged when the skids hooked the telephone wires. The tailboom, the tail rotor blades and the tail rotor drive shaft failed and were flung away when they were severed by the main rotor blades. These were located a few meters away from the main wreckage. The cabin plexiglass were also damaged.

Reference landmarks are identified to student pilots during training to ensure flying safety and altitudes while flying within the general flying area; and to avert danger and possible collision with obstacles in the area.

The last Mandatory Periodic Inspection was certified on 05 December 2005 at 2296.8 airframe hours. The aircraft was operated for 22.3 hours since the last MPI was certified.

The Aviation Training Organization No: 0202 was properly audited in the last two years and no major discrepancies were found.

Probable Cause

The helicopter collided with telephone wires whilst the pilot was descending in the general flying area;
Contributory Factor:

The pilot failed to maintain a good lookout and did not adhere to the designated referenced landmarks for entering the general flying area by descending too low and too soon than he was briefed.