



## EXECUTIVE SUMMARY - AIRCRAFT ACCIDENT REPORT

				Reference:	CA18/2/3/8261	
<b>Aircraft Registration</b>	ZS-HSD	<b>Date of Accident</b>	20/02/2007		<b>Time of Accident</b>	2000Z
<b>Type of Aircraft</b>	MBB-BK-117		<b>Type of Operation</b>		Aerial work	
<b>Pilot-in-command Licence Type</b>		Commercial	<b>Age</b>	28	<b>Licence Valid</b>	Yes
<b>Pilot-in-command Flying Experience</b>		Total Flying Hours	3 370,9		Hours on Type	178,8
<b>Last point of departure</b>		Johan Coetzee Heliport (Police College)				
<b>Next point of intended landing</b>		Gauteng Police Provincial Office ( Johannesburg CBD)				
<b>Location of the accident site with reference to easily defined geographical points (GPS readings if possible)</b>						
On a landing zone at Gauteng Police Provincial Office (Johannesburg CBD)						
<b>Meteorological Information</b>		The pilot reported fine weather conditions with a temperature of 28 °C				
<b>Number of people on board</b>	2 + 6	<b>No. of people injured</b>	0	<b>No. of people killed</b>	0	
<b>Synopsis</b>						
<p>The pilot reported that during a landing at police headquarters, conditions had been very dusty, resulting in a hard landing. He stated that he had approached the unlit landing zone from the west and had entered a high hover of 15 feet from where he had lost visual contact of the ground. During the hover, he descended steadily and drifted to the left and back when the aircraft made contact with the ground. The pilot further stated that he had landed there more than 10 times before, including at night. Damage was sustained on either side of the rubber boots and the cross tube.</p> <p>No injuries were reported to the pilot, who was licensed, medically fit with no restrictions, and qualified for the flight in accordance with existing regulations.</p> <p>The aircraft had a total of 3 086,9 airframe hours at the time of the accident. The last MPI was carried out on 7 October 2006 at a total of 3 000 airframe hours. The aircraft had flown a total of 86,9 airframe hours since the last MPI was performed.</p> <p>The AMO who maintained the aircraft had been audited in the previous two years and no major findings had been identified. The AMO who repaired the aircraft reported that no damage had been found on cross tubes and skids. They only replaced the rear undercarriage tubes.</p>						
<b>Probable Cause</b>						
Pilot vision was obstructed by dust inversion caused by the main rotor blades during hover, resulting in a hard landing.						
IARC Date		Release Date		Reviewed by EM Office: Sep 2008		