



N/A

J10/2/6980

SOUTH AFRICAN CIVIL AVIATION AUTHORITY

ACCIDENT REPORT – EXECUTIVE SUMMARY

Date of Accident	12 December 1998	Time of Accident	1330Z		
Aircraft Registration	ZS-RHX	Type of Aircraft	Robinson R44		
Name of Owner		Name and Number of Operator			
P.T. Enterprises Partnership		Chopper Flying Services – Virginia Airport, Durban			
Pilot-in-command License No.		Age	44	License Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours		426.1	Hours on Type	Unknown
Last point of departure	Richmond, KZN. S29°52.41' E030°17.19'				
Next point of intended landing	Presley Bay. Approximately 25NM south of FAPJ (Port St Johns)				
Location of the accident site with reference to easily defined geographical points (plus GPS readings if possible)					
Presley Bay. Approximately 25NM south of FAPJ (Port St Johns)					
Meteorological Information	Fine weather conditions prevailed at the time of the accident with no reported wind, a surface temperature of +26°C and 2/8 cloud cover at approximately 12 000 ft.				
Number of people on board	1+3	No. of people injured	0 + 1	No. of people killed	0
Synopsis	<p>The pilot was the holder of a valid licence and the aircraft type was appropriately endorsed onto his licence.</p> <p>The pilot was the holder of a valid medical certificate with no restrictions.</p> <p>The flight from Richmond to Presley Bay was uneventful.</p> <p>It would appear that the landing area selected at Presley Bay was not suitable for landing the aircraft.</p> <p>When the rear passengers disembarked from the aircraft nothing happened, but when the front passenger disembarked the aircraft tilted backwards due to the rearwards shifting of the C of G. This created the impression that the aircraft became airborne.</p> <p>Fine weather conditions prevailed at the time of the accident.</p>				
Probable Cause					
<p>It would appear that the accident was a result of C of G shifting rearwards as the front passenger disembarked from the aircraft.</p> <p>The pilot over-pitched the helicopter when he applied collective pitch, this caused the tail section to swing to the right. It is possible that the left skid impacted some high ground during the swing, causing the helicopter to rollover onto its left-hand side.</p>					