

**LIMITED ACCIDENT INVESTIGATION REPORT**

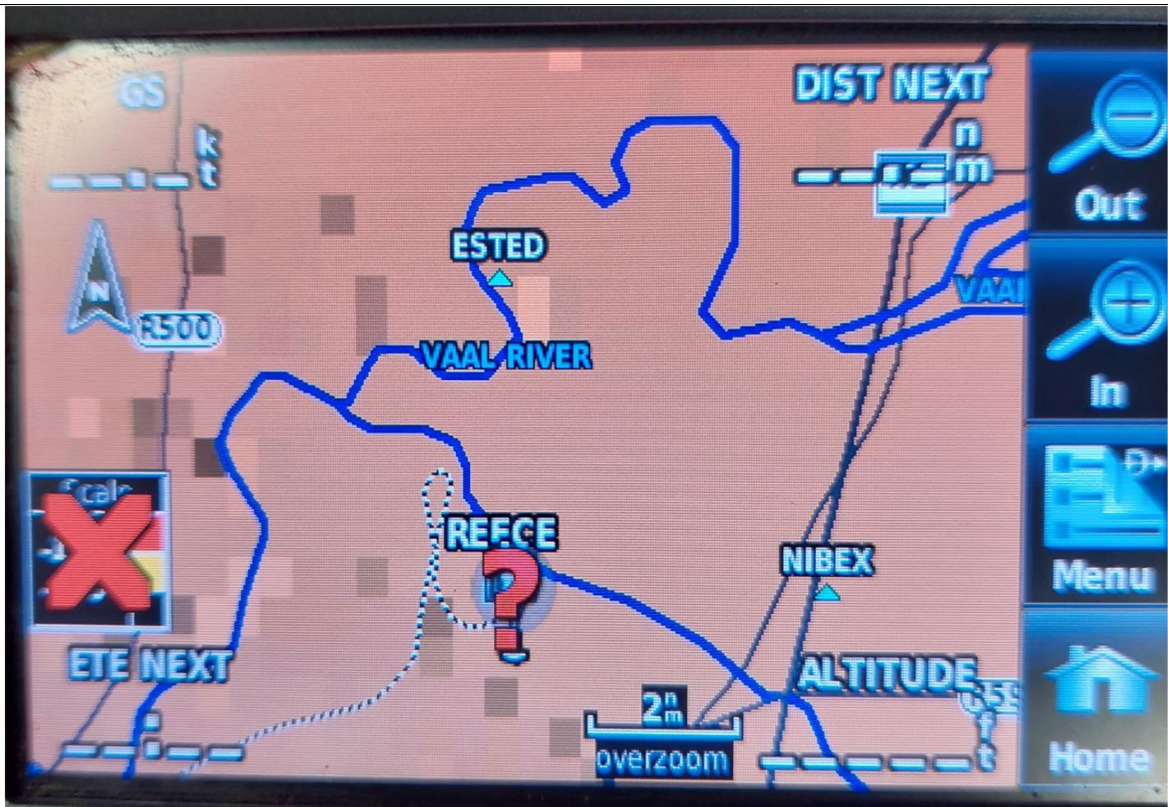
<b>Reference Number</b>	CA18/2/3/10142						
<b>Classification</b>	Accident	<b>Date</b>	4 April 2022		<b>Time</b>	0911Z	
<b>Type of Operation</b>	Private (Part 91)						
<b>Location</b>							
Place of Departure	Kromhoek Farm in Odendaalsrus, Free State Province			Place of Intended Landing	Rockridge Farm in Parys, Free State Province		
Place of Accident	Rockridge Farm in Parys						
GPS Co-ordinates	Latitude	26°49'32.5" S	Longitude	27°35'29.4" E	Elevation	4721 feet	
<b>Aircraft Information</b>							
Registration	ZT-RDS						
Make/Model	Schweizer (Hughes) 269C (Serial Number: 460487)						
Damage to Aircraft	Destroyed		Total Aircraft Hours	4 554			
<b>Pilot-in-command</b>							
Licence Type	Private Pilot Licence (PPL) H		Gender	Male		Age	72
Licence Valid	Yes						
Total Hours on Type	536.2		Total Flying Hours	1536.2			
People On-board	1+ 0	Injuries	0	Fatalities	1	Other (on ground)	0
<b>What Happened</b>							
<p>On Monday morning, 4 April 2022, a pilot on-board a Schweizer (Hughes) 268C helicopter with registration ZT-RDS was on a private flight from Kromhoek Farm in Odendaalsrus, Free State province, to Rockridge Farm in Parys in the same province.</p> <p>According to the witness, the farm owner, the helicopter came from Odendaalsrus to deliver milk samples at his farm. Normally, the pilot would deliver the milk sample by car. On that morning, the farm owner saw a helicopter approach his farm and was in the process of landing on an open space near his dairy factory. He stated that the helicopter had descended close to the ground with the tail swinging to the left and right sides; before it lifted off. The pilot tried to land on a different spot, but lifted off again and, this time, impacted the electrical cables on the farm. The farm owner stated that he saw the helicopter's main rotor blades struck the power lines, as a result, the main rotor blades bent downwards and severed the tail boom. The pilot lost control of the helicopter and crashed on the ground. The helicopter was destroyed, and the pilot succumbed to his injuries.</p>							

The farm owner stated that he was not aware that the pilot (delivery person) was arriving on a helicopter that day. He positively identified the pilot when he checked his (pilot's) mobile phone as the body (including the face) was covered in mud.



**Figure 1:** The white spot indicates the helicopter's first attempted landing spot. The blue spot indicates the crash site. (Source: Google Earth)





**Figure 2:** The dotted lines indicate the flight path. (Source: Gamini from the cockpit)



**Figure 3:** The helicopter at the accident site. (Source: Operator)

**What was found:**

- During inspection of the accident site, the helicopter was found lying on its left-side with the glass cockpit damaged and the main rotor still attached, but also damaged. The electrical



cable severed the tail section from the fuselage, and it was found on the roof of the factory (Figure 4). The height of the cable pole was approximately 12 metres (m); and the severed cable was found nearby.



**Figure 4:** The tail section of the helicopter.





**Figure 5:** The electric cable pole.



**Figure 6:** The severed cables.

- The farm neither had a helipad nor a prepared landing area for the helicopter.
- The pilot was issued a Private Pilot Licence (PPL) Helicopter on 4 March 2010. His last validation was conducted on 26 March 2021 with an expiry date of 31 March 2022. A Schweizer (Hughes) 269C rating was endorsed on his licence. His Class 2 medical certificate was issued on 31 October 2020 with an expiry date of 31 October 2021 and with a restriction to wear corrective lenses.
- The pilot's licence expired on 31 March 2022 and his medical certificate expired on 31 October 2021; therefore, the pilot operated the helicopter without a valid licence and a medical certificate.
- The pilot's flying hours presented on page 1 were taken from the pilot's licence renewal information/data on 26 March 2021.
- The helicopter was issued a Certificate of Registration on 3 September 2018. The helicopter was initially issued a Certificate of Airworthiness (C of A) on 19 February 2019 with an expiry date of 28 February 2023.
- According to the latest Certificate of Release to Service (CRS), the aircraft's last mandatory periodic inspection was carried out on 24 February 2022 at 4 611.6 airframe hours.
- The take-off and the landing weights were found to be within the operating limitations of the helicopter, including the weight of the pilot as an occupant.
- A review of the flight folio and the defects report revealed no outstanding defects that required rectification before the accident flight. The last maintenance was carried out by an approved aircraft maintenance organisation (AMO) with a certificate issued on 22 March 2022 and with an expiry date of 28 February 2023.
- A post-mortem report was requested, and the results indicated that the pilot had suffered a medical condition that rendered him incapable of operating the aircraft.
- The pilot's medical history on the Regulator's (SACAA's) database showed that his medical checks were all normal except for the requirement to wear corrective lenses.

<b>Probable cause</b>	
During landing, the pilot suffered a medical condition that rendered him incapacitated and, as a result, he lost control of the helicopter and crashed.	
<b>Safety Action/s</b>	
None.	
<b>Safety Message</b>	
None.	
<b>Purpose of the Investigation</b>	
<i>In terms of Regulation 12.03.1 of the Civil Aviation Regulations (CAR) 2011, this report was compiled in the interest of the promotion of aviation safety and the reduction of the risk of aviation accidents or incidents and <b>not to apportion blame or liability</b>.</i>	
<b>About this Report</b>	
<p><i>Decisions regarding whether to investigate and the scope of an investigation is based on many factors, including the level of safety benefit likely to be obtained from an investigation. For this occurrence, no investigation has been conducted, and the Accident and Incident Investigations Division (AIID) has relied on the information submitted by the affected person/s and organisation/s to compile this brief report. The report has been compiled using information supplied in the initial notification, as well as follow-up information to bring awareness of potential safety issues to the industry in respect of this occurrence, as well as possible safety action/s that the industry might want to consider in preventing a recurrence of a similar accident.</i></p> <p><i>This report provides an opportunity to share safety message/s in the absence of an investigation.</i></p> <p><i>All times given in this report are Co-ordinated Universal Time (UTC) and will be denoted by (Z). South African Standard Time is UTC plus 2 hours.</i></p>	
<b>Disclaimer</b>	
<i>This report is produced without prejudice to the rights of the AIID, which are reserved.</i>	

**This report is issued by:  
Accident and Incident Investigations Division  
South African Civil Aviation Authority  
Republic of South Africa**