



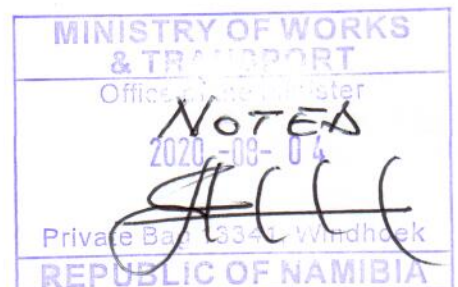
REPUBLIC OF NAMIBIA
MINISTRY OF WORKS AND TRANSPORT

**Directorate of Aircraft Accident and Incident
Investigations**

Accident Reference: ACCID/071620/01-02

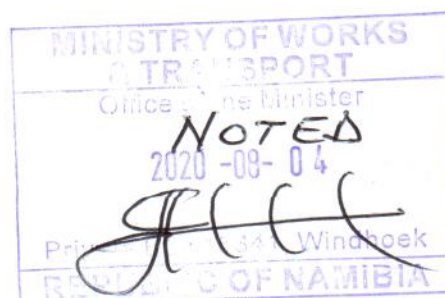
**Aircraft Accident Investigation Preliminary
Report**

RELEASE DATE: 4 AUGUST, 2020



Aircraft Accident Report

Helicopter Collision with Terrain
Private Flight
Mc. Donnell Douglas, 1997 MD 600N Helicopter,
V5-HVD near Heja lodge, Windhoek
16th July, 2020



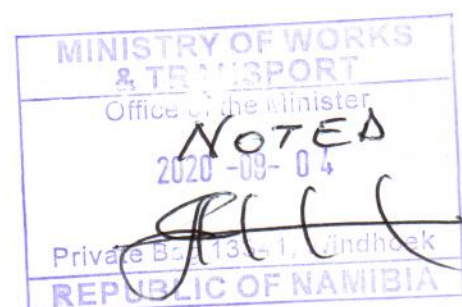
Introduction

The information contained in this Preliminary Accident Report is published to inform the aviation Industry and the public of the general circumstances of the accident that occurred on the 16th July 2020.

The purpose of the Directorate of Aircraft Accidents and Incident investigations (DAAII) is to promote aviation safety through the conduct of independent, investigations without prejudice to any judicial or administrative authority consistent with provisions of Namibian Civil Aviation Act, Act 6, of 2016. Which is in-line with ICAO's Annex 13 paragraph 7.1 and 7.2.

The Directorate of Aircraft Accident and Incident Investigations (DAAII) as the authority in charge of the investigations is working in close corporation with Accredited Representatives of state of aircraft and engine manufacture. (NTSB)

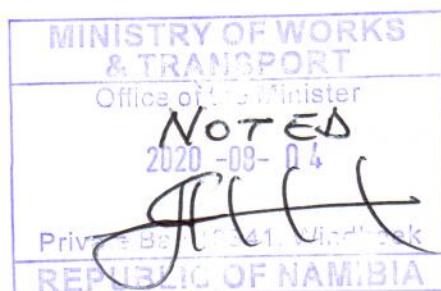
Note: The information provided herein is of a preliminary nature. Readers are cautioned that there is the possibility that new information may become available that alters this Preliminary Accident Report prior to the availability of the Final Accident Report.



Name of Owner : Jaco van Dyk
Manufacturer : Mc Donnell Douglas, 1997 MD 600N
Nationality : Namibian V5-HVD
Place : Near Heja lodge, GPS 22 32'43.3"S 17 09'23.9 E
Date : 16th June 2020 Time: 08:33UTC (10:33 local time)

History of the flight

- 1.1 On the 16th July 2020, at around 09H00 local time a privately owned, Namibian registered helicopter got airborne from Grootfontein for a private flight to Eros Airport. On Board were the pilot and his three children.
- 1.2 The helicopter was on a flight from Grootfontein to Eros Airport, a journey normally takes around 1h30m. At around 10h33 the pilot was in contact with the Air Traffic Control at Eros Airport. An immediate power loss was experienced accompanied by a loss in height, he then declared an emergency after his engine cut-out. The pilot searched for an area to quickly land using the auto-rotation procedure. He veered between some hills and found a relatively level area while trying to avoid high voltage power lines straight ahead. He lost control and hit the ground at a shallow angle and the helicopter tumbled and came to rest half way the cliff.
- 1.3 The helicopter was destroyed. The pilot and one minor were seriously injured, the other two minors sustained minor injuries and were discharged from the hospital.
- 1.4 The Air traffic control who was in contact the pilot initiated a search and rescue. DAAII immediately activated the response and commenced with its investigation on site. The accident site was on steep mountain rocky ridge and challenging to access. The wreckage came to rest half way the mountain ridge.
- 1.5 The wreckage was transported to a safe location at Eros Airport for in-depth investigation. DAAII has contacted the State of manufacture in accordance with international protocols and may send engine or components for further examination.
- 1.6 Full investigation is still underway and a full report will be issued after a thorough analysis.
- 1.7 Wider systemic issues that emanates from the operations of the helicopter were also explored.



INJURIES TO PERSONS

The pilot and one minor sustained serious injuries.
Two minors sustained minor injuries and were discharged from hospital.

PERSONNEL INFORMATION

The pilot was a 47 years old Namibian national with a valid Namibian license for the helicopter. The pilot had a first-class medical certificate with no limitations, valid till 31/08/2020.

ONSITE EXAMINATION

The helicopter struck the ground at a shallow angle and the right skid broke off. The door, pedals and other minor components were found on top of the ridge which was the helicopter's first point of impact. The rest of the wreckage tumbled down approximately 40 meters down the ridge.
The cockpit/cabin livable area was severely disrupted.



Figure 1. Photo depicting the final resting position with visible high voltage power lines ahead.

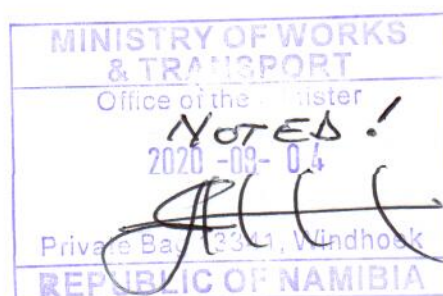




Figure 2. Depicting aircraft wreckage position half way down the steep ridge.



Figure 3. Depicting aircraft inverted position with cabin livable space reduced.

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ON-GOING ACTIVITIES.


Collection and analysis of a range of standard information for an accident investigation of this nature is ongoing. This includes meteorological information, pilots training records, and air traffic control response activities, maintenance organization practices, regulator's surveillance (NCAA) etc.

FINDINGS

Although the investigation is ongoing, the following findings have been made:

- 1 The pilot's private pilot license and medical certificate were valid at the time of the accident. The pilot also held the necessary rating to operate the helicopter.
2. Until the 20th June 2020 the pilot had flown 474.6 hours on the helicopter type.
3. The helicopter was in possession of a valid Certificate of Release to Service and Authority to Fly.
4. The last annual inspection that was carried out on the helicopter prior to the accident flight was certified on 12 Dec 2019. The helicopter had flown a further 57.8 hours since the inspection was signed out.

Compiled by:


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Hafeni Mweshixwa
Investigator-in-charge
DAAII

Date:3 August 2020

Released by:


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Hon John Mutorwa, MP
MINISTER: MINISTRY OF WORKS AND TRANSPORT

Date : ...4/8/2020

