



MINISTRY OF TRANSPORT AND INFRASTRUCTURE
STATE DEPARTMENT OF TRANSPORT
AIR ACCIDENT INVESTIGATION
PRELIMINARY REPORT

OPERATOR:	Helicopter Charter East Africa Ltd
AIRCRAFT TYPE/ MANUFACTURER:	Robinson R22 Raven II/ Robinson Helicopter Co.
YEAR OF MANUFACTURE:	2010
AIRCRAFT REGISTRATION:	5Y-HCA
AIRCRAFT SERIAL NUMBER:	12970
DATE OF REGISTRATION:	15 October 2010
NUMBER AND TYPE OF ENGINE:	One Lycoming IO-540
DATE OF OCCURRENCE:	18 July 2015
TIME OF OCCURRENCE:	Between 0630 and 0700
LOCATION OF OCCURRENCE:	Suguta Valley, 1°39'50"N 36°22'39"E
TYPE OF FLIGHT:	Commercial (Scenic)
NUMBER OF PERSONS ON BOARD:	Four
INJURIES:	None/minor
NATURE OF DAMAGE:	Substantial
CATEGORY OF OCCURRENCE:	Accident
PIC:	Andrew Francombe (YK-4830-CL (H))
PIC FLYING EXPERIENCE:	CPL: ~6,000 hours

*Times given in this report are Coordinated Universal Time (UTC)
East African Local Time is UTC plus 3 hours.*



Accident Photos

REMARKS

At 1600 on 18 July 2015, the Air Accident Investigation Division was notified of an occurrence in Suguta Valley. The investigator on duty was able to proceed to the site early the next day.

The Pilot had embarked on his first flight of the day at 0330 as the sole occupant of a R22 Robinson Helicopter with full tank of fuel (approximately 176 litres). He departed from Marijo airstrip at Olmalo Lodge destined for Sarara where he landed at 0400. He was in convoy with another similar R22 aircraft also with a Pilot as the sole occupant. He picked three passengers and they departed and headed to Suguta Valley, northern Kenya, south of Lake Turkana. After approximately 45 minutes flight time they landed and passengers disembarked. After 20 minutes, the passengers re-embarked and they took off again. After approximately 10 minutes, they landed again and once more took off after approximately 20 minutes. Five minutes into the flight, while hovering in a marshy area, the PIC states that the right hand skid got entangled in the undergrowth. This led to the aircraft assuming an extreme sideways movement to the right which the Pilot was unable to counteract. The main rotor blades made contact with the ground and the aircraft came to rest on its right hand side. The Pilot and passengers exited the aircraft unassisted, with no reported injuries. The occupants of the stricken aircraft were airlifted to Marijo airstrip where they were attended to by a British Army medic.

The aircraft sustained substantial damage as follows: main rotor blades extensively damaged, tail boom detached from fuselage, empennage section consisting of tail rotor, TR gearbox, vertical and horizontal stabilizer separated from tail boom body, semi circular crack on left side of glare shield approximately 50cm in diameter.

The investigation is in progress.

Chief Investigator of Accidents

21/07/2015

