



Date : 4 April 2015
Type : Eurocopter Dauphin AS365N3
Registration : 9M-IGB
Operator : Orion Corridor Sdn. Bhd.
Fatality : 6
Nature : Loss control during flight
Location : Semenyih, Selangor

SUMMARY

On the 4 April, 2015 a Dauphin helicopter, AS365 N3 bearing registration 9M-IGB was on a private flight carrying 7 passengers from Pekan, Pahang at 1540 LT to Muadzam Shah. The flight was to transport passengers who had attended a series of meetings and wedding reception at Pekan. It landed Muadzam Shah at 1600 LT with engine shut down for approximately 10 minutes. It then flew towards South Westerly direction with intention to land at Bandar Tun Razak with the same number of passengers on board. While en route, it started to rain towards the destination. Due to the unfavorable weather condition, a decision was made by one of the passengers not to proceed to the destination; however, they decided to proceed direct to Subang. Since one of the passengers had to stay back at Muadzam Shah, the helicopter then landed at a football field along the main road to off load him. While landing at the football field, the left landing gear suddenly sunk into the ground. The pilot subsequently maneuvered the helicopter to a hover, and repositioned it about 10 meters forward. One passenger disembarked from the right passenger door and the helicopter took-off from the field on westerly heading en route to Subang airport. With 6 passengers onboard, it climbed to 2,000 feet. After passing Kuala Klawang, the helicopter made a last recorded radio call and started to descend to 1,500 feet. According to an eye witness report on ground, he saw the helicopter suddenly making a steep dive and crashed into a rubber tree plantation.

A pilot of another helicopter, an EC155, flying from the south, who was earlier in communication with the ill-fated helicopter, saw the helicopter made a steep dive to the ground followed by black smoke. The ill-fated helicopter altitude based on the TCAS of EC 155 was estimated to be at approximately 1,700 feet. Upon observing the helicopter had crashed to the ground, the pilot of the EC155 made a radio call on the operating frequency and informed the sighting to Lumpur Information. There was no distress call made by the crew of the ill-fated helicopter on any of the operating frequency.

Several witnesses on ground also claimed that they heard a loud noise from the helicopter followed by steep descend to the ground. The helicopter crashed into a ravine and caught fire. All occupants were fatally injured.

The Chief Inspector of Air Accident Investigation Bureau was informed immediately of the accident. An Investigation team was appointed by the Minister of Transport which comprise of 9 members headed by Captain Dato Yahaya bin Abdul Rahman as the Investigator-In- Charge. The investigation begun at the crash site on the 5 April, 2015.

The investigation was assisted by BEA, France as Accredited Representative. The Air Accident Investigation Branch of the United Kingdom was also involved in the downloading of the SSCVFDR.



CAUSE

The cause of the accident was due to the separation of the left horizontal stabiliser in flight causing the helicopter to dive and bank to the right exceeding its flight envelope. The main rotor blades subsequently severed the tail boom and severed parts of the air frame resulting in the accident.

SAFETY RECOMMENDATIONS

It is recommended that:

1. Pilot in command is to conduct preflight for every flight and to include risk assessment on the route and destination for suitability before the flight commence. The DGCA notification letter dated 17 August 2015, with reference to Appendix 10.
2. Helicopter pilot is to avoid landing at any places unplanned whether on their own or passenger discretion except when absolutely necessary, such as in emergency situation.
3. DCA is to determine the necessity for flight manifest for all private flights. The DGCA notification letter dated 17 August 2015, with reference to Appendix 10.
4. DCA is to study activation of Emergency Locator Beacon fitted to the helicopter after non-activation several accidents involving emergency hard landing.
5. DCA to review the validity of private pilot license privileges, when the holder is having professional license.
6. DCA to review on the procedure for single pilot helicopter operations, in order to ensure safety for passenger embarkation or disembarkation with the engine and main rotor running.
7. The pilot in command is to ensure that passenger occupying the co-pilot's seat is prohibited from taking part in the operations of the helicopter.