

# Safety Investigation Progress Report

Ref. AAIU-2018-09-05-01  
Issue date: 04 September 2020  
Status: Progress

## About this report

As per Annex 13 and EU regulation EU 996/2010, each safety investigation shall be concluded with a report in a form appropriate to the type and seriousness of the accident and serious incident. For this occurrence, a limited-scope, fact-gathering investigation and analysis was conducted in order to produce a short summary report.

It is not the purpose of the Air Accident Investigation Unit to apportion blame or liability. The sole objective of the investigation and the reports produced is the determination of the causes, and, where appropriate define recommendations in order to prevent future accidents and incidents.

## SYNOPSIS

<b>Classification:</b>	Accident	<b>Occurrence category:</b>	SCF-PP
<b>Level of investigation:</b>	Standard investigation	<b>Type of operation:</b>	Non-commercial Cross-country
<b>Date and time:</b>	5 september 2018 10:28 UTC	<b>Phase:</b>	Take-off (TOF)
<b>Location:</b>	On EBKT Airport	<b>Operators:</b>	Private
<b>Aircraft:</b>	Aerospatiale SA 341G "Gazelle"	<b>Aircraft damage:</b>	Substantially damaged
<b>Aircraft category:</b>	Helicopter	<b>Injuries:</b>	1 minor injured

## Abstract:

The helicopter took off vertically from a parking spot between two hangars outside of the aerodrome perimeter at the northside of the airport EBKT.

While hovering at 80ft AMSL (approximately 7m AGL), a sudden stall of the compressor (surge) occurred and the engine lose power.

The pilot decided to land the helicopter in autorotation by reducing the collective pitch and moving the cyclic control forward.

The helicopter made a hard landing in the grass area just in front of the aerodrome perimeter fence. The main rotor hit the fence and catapulted a fence pole 50m away. The helicopter finally came to a rest on its left side.

## **Progress of the investigation.**

This accident was thoroughly investigated and a standard investigation report has been prepared. The report includes several recommendations aimed at improving the safety of aviation in general, and in particular to improve the decision making process for pilots, and the organisation of helicopter movements at the airport of Kortrijk (EBKT) - Belgium.

In accordance with ICAO Annex 13 standards and EU 996/2010 regulation, the report will be forwarded to the following organisations to receive their comments and remarks:

- EASA
- The BEA France, as State of Design and manufacture of the helicopter
- The DGTA/DGLV as State of Operation

After reception of the comments and remarks, the final report will be published on the website of the Federal Public Service for Mobility and Transport.