



Republic of the Philippines
CIVIL AVIATION AUTHORITY OF THE PHILIPPINES

AIRCRAFT ACCIDENT INVESTIGATION AND INQUIRY BOARD

FINAL REPORT

RP-C6911
HUGHES/369HS

OPERATOR: PACIFIC SPOTTERS' CORPORATION

TYPE OF OPERATION: OFF-SHORE SUPPORT

DATE OF OCCURRENCE: AUGUST 16, 2022

***PLACE OF OCCURRENCE: BLDG. 7157 AND N7166, C.M. RECTO AND
GIL PUYAT AVENUE, CLARK FREE PORT ZONE, PHILIPPINES***



BASIC INFORMATION

Aircraft Registration No. : RP-C6911

Aircraft Type/Model : Hughes / 369HS

Operator : Pacific Spotters Corporation (P.S Corp)

Address of Operator : P.S Corp Compound, Buildings 7157 and N7166, C.M. Recto and Gil Puyat, Avenue, Clark Freeport Zone, Clark, Philippines

Place of Occurrence : Bldg. 7157 and N7166, C.M. Recto and Gil Puyat Avenue, Clark Free Port Zone, Philippines

Date/Time of Occurrence : August 16, 2022/ 1056H/0256 UTC

Type of Operation : Off-Shore Support

Phase of Flight : Maintenance Test Ground Run

Type of Occurrence : Static Rollover

EXECUTIVE SUMMARY

On August 16, 2022, aircraft Hughes (MD) 369HS, RP-C6911 (reserved marking) was on helipad inside the PS. Corp compound facing about 150deg (wind southwesterly below 10kts) undergoing maintenance ground-run checks/tests for Rotor Track & Balance respectively (no intent to fly) and on its 3RD day of ground-run (at full Rotor RPM this time).

The Pilot, seated at the left cockpit seat with assistance of two (2) Aircraft Maintenance Technicians (AMTs) positioned on the RH skid outside the aircraft were doing Rotor tracking & balancing tests. The right-side aircraft doors were open for communication thru shouts & signs.

When the pilot (not duly secured by seat restraint system) leaned towards the RH seat and viewed computer track/balance update data, the aircraft suddenly lifted-off to about 12 meters high. During the lift-off, AMT1 fell off at about 5ft high and AMT2 fell off at about 10ft high while the aircraft tilted to the right towards the rear. Then, the aircraft

entered into a vertical nose-up (unusual) attitude with about 3 rotations on its longitudinal axis (tail down vertical) then dropped down and hit ground (tail first) at the vacant lot across the perimeter wall, North of the lift-off point at company compound. With the momentum of ground impact towards the North, the right side of MR disc then hit the cemented ground (nose-oriented North) then finally the MR disc hit the cemented ground (fuselage was on right side down mode, nose heading about 060deg) as the last momentum to its final full-stop point about 15meters from initial (tail) impact point and about 40meters from the lift-off point at company compound. The aircraft at its final full-stop position settled on its RH side at about 70deg angle (from upright position) with nose oriented towards about 045deg. The aircraft was destroyed at its full stop impact point. There was no post-crash aircraft fire. The pilot's body was found on grass outside the aircraft wreckage next to the open right cockpit door.

The Site of the main wreckage was at Coordinates 15⁰,11',37.32" N 120⁰, 32',25.82" E, a distance about 40meters from the lift-off point at Coordinates 15⁰,11' 35.98" N, 120⁰, 32',25.89" E. Likewise, the site was about 345 meters from ATC tower of Clark Airport and oriented at 314deg. There was no reported collateral injury or damage to property.

While the maintenance activity had no intent to fly, with the prevailing unsafe acts and conditions, the aircraft was destroyed and the pilot on board was fatally injured. As a result, the occurrence is considered an accident for investigation and prevention purposes.

PROBABLE CAUSE

- **Primary Cause Factor**
 - a. The Pilot's overreaching act towards the RH seat to view computer data inadvertently released pressure on the collective stick (at low friction mode) that resulted in collective stick snap-up and in aircraft sudden lift-off.

SAFETY RECOMMENDATIONS

As a result of the investigation, the AAIB proposed the following safety recommendation to the **CAAP-FSIS**:

- a. The operator should ensure that their maintenance procedures include the provision of an intercom link or similar mode of communication to the pilot and maintenance personnel during maintenance ground-run tests or similar activities.
- b. The operator should ensure that their maintenance procedures include the use of the pilot's seat restraint system during ground-run tests or similar activities.

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