



## PRELIMINARY REPORT

AIC 21-1002



Hevilift Aviation Limited

P2-MHM

MIL-8 MTV helicopter

Loss of control during take-off

Gobo, Jiwaka Province

Papua New Guinea

15 May 2021

---

## About the AIC

---

The Accident Investigation Commission (AIC) is an independent statutory agency within Papua New Guinea (PNG). The AIC is governed by a Commission and is entirely separate from the judiciary, transport regulators, policy makers and service providers. The AIC's function is to improve safety and public confidence in the aviation mode of transport through excellence in: independent investigation of aviation accidents and other safety occurrences within the aviation system; safety data recording and analysis; and fostering safety awareness, knowledge and action.

The AIC is responsible for investigating accidents and other transport safety matters involving civil aviation in PNG, as well as participating in overseas investigations involving PNG registered aircraft.

A primary concern is the safety of commercial transport, with particular regard to fare-paying passenger operations.

The AIC performs its functions in accordance with the provisions of the *PNG Civil Aviation Act 2000 (As Amended)*, and the *Commissions of Inquiry Act 1951*, and in accordance with *Annex 13* to the *Convention on International Civil Aviation*.

The objective of a safety investigation is to identify and reduce safety-related risk. AIC investigations determine and communicate the safety factors related to the transport safety matter being investigated.

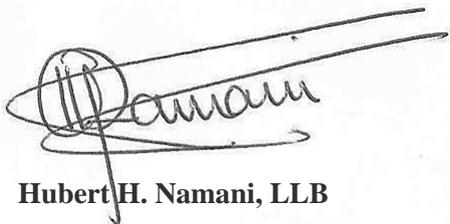
On 15 May 2021, at about 12:45 local time (02:45 UTC), a representative of Hevilift Aviation Limited notified the AIC via telephone about an accident that occurred earlier that day, involving a MIL-8 MTV helicopter, registered P2-MHM, operated by them, at Gobo, Jiwaka Province, Papua New Guinea. The AIC immediately commenced an investigation. As part of the initial actions, a team of investigators was dispatched to conduct onsite and Operator-base investigation activities.

The *Preliminary Aircraft Accident Investigation Report*, was produced by the AIC, PO Box 1709, Boroko 111, NCD, Papua New Guinea. It is publicly released by the Commission in accordance with *Para 6.5 of ICAO Annex 13*. The report is published on the AIC website: [www.pngaic.gov.pg](http://www.pngaic.gov.pg).

The report is based on the investigation carried out by the AIC under the Papua New Guinea *Civil Aviation Act 2000 (As Amended)*, and *chapter 31 of the Commissions of Inquiry Act, Annex 13* to the *Convention on International Civil Aviation*, and *PNG AIC Policy and Procedures Manual*. It contains factual information. Analysis of these information, findings and contributing (causal) factors, other factors, safety actions, and safety recommendations are reserved for the *Final Report*.

The sole objective of the investigation and the *Preliminary report* is the AIC's obligation to the *Convention on International Aviation* and in accordance with *ICAO Annex 13*, and thereby promote aviation safety (Reference: *ICAO Annex 13, Chapter 7*). Readers are advised that in accordance with Section 219 of the *Civil Aviation Act 2000 (As Amended)* and *Annex 13*, it is not the purpose of the Commission's aircraft accident investigation to apportion blame or liability. Facts based statements in the report should not be interpreted as apportioning blame.

Consequently, AIC reports are confined to matters of safety significance and may be misleading if used for any other purpose.



**Hubert H. Namani, LLB**

*Chief Commissioner*

10 June 2021

## Occurrence Details

On 15 May 2021, at 11:14:06 local time (01:14:06 UTC<sup>1</sup>), a MIL-8 MTV helicopter, registered P2-MHM, owned by Captston Aviation PTE<sup>2</sup> Limited and operated by Hevlift Aviation Limited, while conducting a VFR charter cargo flight from Gobo, Jiwaka Province to Mt. Hagen, Western Highlands Province, sustained a loss of control in-flight, during take-off from hover and impacted ground and rolled over.



**Figure 1: Depiction of P2-MHM flight path from Gobo to the crash site.**

There were four (4) persons on board; two pilots, one flight engineer and one passenger.

The copilot was the pilot flying (PF), occupying the right seat. The pilot in command (PIC) was the pilot monitoring (PM) and was seated on the left seat. The flight engineer (FE) occupied the middle seat in the cockpit and the passenger, who was an employee of the Operator, occupied a seat next to the main entry door in the cabin.

According to the information gathered at the initial stages of the investigation, earlier that day, the crew and the passenger conducted a charter cargo flight from Mt. Hagen to Gobo which was referred to as uneventful. After landing at Gobo, the cargo on board the helicopter was unloaded by the passenger with the assistance of locals and then, the helicopter was loaded with bags of coffee beans for the return flight to Mt. Hagen. According to the statement of the passenger, locals assisted with moving the cargo to the helicopter and onto the helicopter, while he packed and strapped it.

Recorded data indicated that at 11:13:17, the helicopter commenced its take-off to hover. The crew stated that as they continued with the take-off from hover to transition into forward flight, they noticed a drop in the indication of Rotor RPM<sup>3</sup>. They immediately brought the helicopter back to hover. They

<sup>1</sup> The 24-hour clock, in Coordinated Universal Time (UTC), is used in this report to describe the local time as specific events occurred. Local time in the area of the serious incident, Papua New Guinea Time (Pacific/Port Moresby Time) is UTC + 10 hours.

<sup>2</sup> Private.

<sup>3</sup> Revolution per minute.

subsequently increased the RPM and lifted off again from hover, and as the helicopter transitioned into forward flight, the crew, again, noticed a drop in Rotor RPM, which immediately led to a loss of control of the helicopter.

The helicopter entered a spin to the left and began descending towards the West of its take-off position before impacting the ground and rolling over. The helicopter came to rest in the upside-down position.

During interview, the crew stated that the PIC and copilot evacuated first, followed by the passenger. The FE evacuated after he shut down the engines.

Medical records provided to the AIC by the Mt. Hagen General Hospital indicated that the passenger suffered serious injuries and the PIC, copilot and FE suffered minor injuries.

The helicopter was destroyed.



Figure 2: Depiction of the flight path from Gobo with significant events.

### AIC comment

The investigation is continuing and will include flight operations, airworthiness condition and maintenance of the helicopter, its weight and balance, ground handling, survival aspects, emergency response, training & competency, organisational aspects, safety oversight and other areas as applicable.

**The investigation analysis and findings will be included in the *Final report*.**

### Safety Action

At the time of the issue of this Preliminary report, no safety action had been taken.

### Recommendations

At the time of the issue of this Preliminary report, no *Safety Recommendation* had been made by the AIC.

## General Details

Date and time:	15 May 2021 11:14:06 local, 01:14:06 UTC	
Occurrence category:	Accident	
Primary occurrence type:	Loss of control – In-flight (LOC-I)	
Location:	Gobo, Jiwaka Province, Papua New Guinea	
	Latitude: 5° 26' 51" S	Longitude: 144° 23' 16.8" E

## Crew details

### Pilot in command

Nationality	Canadian
Gender	Male
Age	47
Licence type	CPL (H)
Total hours	8,757.3
Total hours in Command	8,261.7
Total hours on type	381.3

### Copilot

Nationality	South African
Gender	Female
Age	36
Licence type	CPL (H)
Total hours	2,131.8
Total hours in Command	127.3
Total hours on type	1,969.2

### Flight Engineer

Nationality	Russian
Age	54
Licence type	Flight Engineer Licence (Helicopter)
Total hours	6,098.7
Total hours on type	6,098.7

## Aircraft Details

Aircraft manufacturer:	KAZAN Helicopters
Aircraft model:	MIL-8 MTV
Registration:	P2-MHM
Serial number:	95881
Year of manufacture:	1992
Engine manufacturer:	KLIMOV

Engine model:	T3B-117 BM	
Engine 1 serial number:	7087881900207	
Engine 2 serial number:	7087851403068	
Main rotor model:	Bp-14	
Main rotor serial number:	1040142803112	
Tail rotor model:	246-3904-000	
Main rotor serial number:	MX6010087	
Owner:	Captston Aviation PTE Limited	
Operator:	Hevilift Aviation Limited	
Type of operation:	Charter	
Persons on board:	Crew: 3	Passengers: 1
Serious Injuries:	Crew: 0	Passengers: 1
Minor Injuries:	Crew: 3	Passengers: 0
Damage:	The helicopter was destroyed.	