

# Interim Investigation Report

Ref. AAIU-2015-08

**Classification:** Accident

**Level of investigation:** Full investigation

**Date and hour:** 14 Augustus 2015 at 12:52 UTC

**Aircraft:** Homebuilt helicopter, Rotorway A600 Talon, S/N 8040

**Incident location:** Stasegemsesteenweg, Kortrijk  
50°49'51.23"N, 3°17'24.84"E

**Type of flight:** Cross-country

**Phase:** During take-off from a private terrain

**Destination:** EHSE (Breda International Airport)

**Persons on board:** Two

**Injuries:** None

## Abstract

During take-off from the side of a street at the verge of the urban area of Kortrijk, the helicopter pilot made an avoiding manoeuvre when the path of the helicopter crossed a telephone line running across the street.

The helicopter fell from a height of 4m and hit the pavement, bending the skids.

Both occupants exited the helicopter uninjured.

## **Progress of the investigation**

The investigation is completed and a draft final report issued.

As per EU 996/2010, before publication of the final report, AAIU(Be) will solicit comments from:

- EASA,
- BCAA

If comments are received within sixty days from the date of transmission, AAIU(be) shall either amend the draft final report to include the substance of the comments received or if desired by the addressee that provided comments, append the comments to the Final Report.

## **Safety issues raised,**

- Flying the helicopter with parameters within the height-velocity diagram above (or close vicinity) of a populated area.
- Inadequate flight preparation.
- Low experience distributed over several (3 in this case) different type of helicopter.
- Overconfidence.

## **About this report**

*This interim report is released in accordance with Regulation (EU) no 996/2010 of the European Parliament and of the Council of 20 October 2010. The regulation states that if the final report cannot be made public within 12 months, the safety investigation authority shall release an interim statement at least at each anniversary of the accident or serious incident, detailing the progress of the investigation and any safety issues raised.*

*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.*