



INTERIM STATEMENT

NPF/2019/08/03/INTR/02

Accident Investigation Bureau

**Interim Statement on the serious incident involving a Bell 429 helicopter with nationality and registration marks 5N-MDA, operated by the Nigeria Police Airwing, which occurred at Nnamdi Azikiwe International Airport Abuja
On 3rd August, 2019.**

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On 3rd August 2019, a Bell 429 helicopter with nationality and registration marks 5N-MDA operated by the Nigeria Police Airwing (NPAW) was scheduled to drop off VIP at Iyamho in Edo state and return to Nnamdi Azikiwe International Airport, Abuja (DNAA).

Prior to departure from DNAA, the crew observed that the ground handling wheels were not serviceable when the helicopter was to be towed out of the ramp to the take-off position.

At about 16:01 h, the helicopter departed DNAA on a Visual Flight Rules (VFR) flight plan with seven persons on board including the two pilots and three hours fuel endurance.

The flight arrived Iyamho, the passengers disembarked and the flight crew carried out a quick turn around without shutting down the engines.

At 17:15 h, 5N-MDA departed Iyamho on the return flight to DNAA. The flight crew stated that the take-off, climb, cruise, descent and landing phases of the flight were normal.

At about 18:14 h, 5N-MDA landed on the taxiway opposite the Police Airwing ramp. The flight crew also stated that after landing, the PM took over control and hover-taxed to reposition the helicopter from the taxiway to the Police Airwing ramp to give way to another aircraft that just landed and might need to taxi to the adjoining hanger using the same taxiway. Unknown to the

crew, the ground handling wheels had been fixed before their return to DNAA.

According to the flight crew, while powering down, they heard a very loud sound and the helicopter started vibrating which developed into ground resonance within seconds. The co-pilot activated the emergency engine cut-off valves and applied the rotor brakes. The helicopter drifted to the left towards a parked Bell 412 helicopter (5N-LEH) as the rotors were slowing down. Particles were seen flying in front of the helicopter. 5N-MDA came to a stop three feet from touchdown point, towards 5N-LEH.

A tie-down sock of the parked Bell 412 flew into one of the main rotor blades of 5N-MDA and shattered the blade's trailing edge.

The crew disembarked the helicopter unaided and uninjured.

The incident occurred at 18:18 h in daylight Visual Meteorological Condition.

ACTION

The draft final report has been completed and sent out to stakeholders for their review and comments within 60 days, in line with the requirements of chapter 6.3 of Annex 13 to the Convention on International Civil Aviation. The issues raised by the stakeholders will be addressed and the Final Report be made public soon.

This interim report is being issued on the 2nd anniversary of the accident in accordance with the provisions of ICAO Annex 13.

In accordance with Annex 13 to the Convention on International Civil Aviation, Civil Aviation Act 2006, Civil Aviation (Investigation of Air Accident and Incidents) Regulations 2019, the sole purpose of this Investigation is to prevent Aviation accidents and serious incidents. It is not the purpose of any such investigation and the associated Investigation report to apportion blame or liability.