



INTERIM STATEMENT

AIC 23-1003



Heli Solutions Limited

P2-HSM

Bell - 407

Tail Rotor Component Failure - Inflight

Wapenamanda, Enga Province

Papua New Guinea

18 February 2023

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 serious incidents 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.

It is not a function of the AIC to apportion blame or determine liability. At the same time, an investigation report must include relevant factual material of sufficient weight to support the analysis and findings. At all times the AIC endeavours to balance the use of material that could imply adverse comment with the need to properly explain what happened, and why it happened, in a fair and unbiased manner.

Interim Statement

In accordance with *ICAO Annex 13 Paragraph 6.6*, the Accident Investigation Commission has made this *Interim Statement* in relation to investigation AIC 23-1003 publicly available.

Investigation AIC 23-1003 is in relation to an accident that occurred on 18 February 2023, at about 11:40 local (01:40 UTC¹) involving a Bell helicopter, registered P2-HSM, owned and operated by Heli Solutions Ltd. The aircraft was conducting a single pilot VFR ²passenger charter flight from Epopi Village to Wapenamanda Airport in Enga Province, when the helicopter experienced a complete loss of tail rotor thrust in flight resulting in an emergency landing at Kwimanda, about 3.5 nautical miles (NM) Northwest of Wapenamanda Airport.

At the date of release of this interim statement, the investigation is nearing completion, and the *Draft Final Report* is being finalised. The *Draft Final Report*, when completed, will be disseminated to all involved parties for comments and consultation in accordance with *ICAO Annex 13 Paragraph 6.3*. Comments will be due 60 days from the date of draft dissemination, with consideration given to significant and substantiated comments. The AIC will, thereafter, release the Final Report publicly in accordance with *Annex 13 to the Convention on International Civil Aviation, Paragraph 6.5*.



Maryanne J. Wal

Chief Commissioner

18 February 2024

¹ 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) is UTC + 10 hours

² Visual Flight Rules: Those rules as prescribed by national authority for visual flight, with corresponding relaxed requirements for flight instruments (Source: The Cambridge Aerospace Dictionary)