

**Part A: Factual Information**

<b>1. Incident</b> Aircraft spinning during taxi.	
<b>2. Name of Operator</b> Polis Diraja Malaysia (PDRM)	<b>3. Aircraft OEM</b> AgustaWestland S.p. A
<b>4. Aircraft Serial Number</b> 31899	<b>5. Aircraft Model</b> AW139
<b>6. Aircraft Registration Mark</b> 9M-JPM	<b>7. Date of Incident</b> 20/05/2023
<b>8. Time of Incident</b> 1100 LT	<b>9. Place of Incident</b> PGU SZB

**Part B: Chronology of Event**

Aircraft departed from PGU Hangar at 1100 Hrs for Rotor Track Balancing flight test with 5 persons on board. During air taxi, after approach to land phase at around 1130 Hrs and about to exit taxiway A, the aircraft unexpected veered to the right and spun violently for about 30 seconds. On initial spinning, autopilot disconnect aural alert were heard. "Don't Sink" and "Terrain" aural were heard. Wind speed were at 5-6 knots with attitude of 15-20 ft. OAT observed to be at 30degree Celsius verbally reported by Pilot. The pilots lost control of the tail rotor during the spinning phase but manage to regain control by adjusting the collective while spinning.

The pilots the selected a suitable location for safe descent and landing. Aircraft is then ground taxied to apron and engines shut down at around 1145 Hrs.

**Part C: Technical Log Data**

<b>1. Injuries to person:</b> Nil
<b>2. Damage to aircraft:</b> Nil
<b>3. Other damage:</b> No report of any other damage to third-party property and equipment
<b>4. Test and research:</b>
<b>Aircraft Investigation:</b>
<ol style="list-style-type: none"> <li>Conditional inspection carried out as per AMP 39-A-00-70-05a-28AA-A.</li> <li>MFDR data download shown over torque on transmission. Awaiting feedback from LHD</li> <li>Engine DCU data downloaded and consulted with PWC. As advised by PW, the over-torque is within the limit.</li> <li>HUMS data analysis shows no incident.</li> </ol>
<b>Personnel Investigation:</b>
<ol style="list-style-type: none"> <li>Interview with GAM staff who onboard aircraft.</li> <li>BOI will be conducted by PGU Team, with 1 representative from GAM.</li> </ol>

### Part D: Analysis

#### Aircraft Analysis:

1. Aircraft was grounded due to the incident.
2. Technical Services raised Technical Query to OEM for recommended corrective action.
3. MFDR data & Engine DCU data submitted to OEM for analysis.
4. HUMS data uploaded to the Heliwise for analysis.
5. CAMO raised WO Ref: 9M-JPM-15745 for conditional inspection of Transmission Overtorque.
6. Additional WO Ref 9M-JPM-15746 Visual Inspection of MGB Chip Detector for absence of particle & 9M-JPM-15756 GVI of Main & Tail Rotor Installation as requested by OEM.

#### Incident Analysis: Refer to following documents.

- Occurrence Report (Reference Number: GAM/Q-038 Rev 2 (06/21))
- Safer Card (Reference Number: GAM-ENG/SC/23/0020)
- MOR (Reference Number: MOR/2023/03)
- HIRM Worksheet (Reference Number: GAM/SMS/HRC-003-01/21R1)
- CMM 05/23 (Crisis Management Meeting MoM)

### Conclusion

The aircraft experienced an unexpected and violent spinning incident during air taxi after an approach to land. The autopilot disconnected, and aural alerts were heard. While the pilots lost control of the tail rotor momentarily, they managed to regain control by adjusting the collective. The aircraft safely descended and landed in a suitable location. There is no information provided regarding injuries to the five persons on board. The aircraft was later grounded, and the engines shut down. Further investigation/ BOI is likely needed to determine the cause of the incident and assess any injuries.

### Safety Recommendation


1. To highlight the issue to the PGU Safety Team and bi-weekly meetings with PGU to justify the operation procedures due to repetitive incidents.
2. CVFDR was downloaded and analyzed by OEM.
3. Technical service department to raise the issue with Leonardo Helicopter to obtain any suggestions that can be made to improve the situation.
4. To set up a meeting with PGU Flight Ops to obtain justification on PGU Flight Operations with regards to the issue for improvement and to prevent recurring incidents in the future.


**INCIDENT/ACCIDENT INVESTIGATION  
REPORT**

Report Number:	GAM-IAIR-001/23
Date:	15/11/2023

**Documents Attached (As Indicated Below):**

Document	Yes/ No
Completed HIRM Worksheet.	Yes
SRM Report	Yes
MOR	Yes
Occurrence Report	Yes
Evidence of implementation (documents, drawings, references, standards, exceptions, etc.), if any	Yes

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Designation: SHM  
Signature: 

Date: 15/11/2023