



Government of India
Aircraft Accident Investigation Bureau
Ministry of Civil Aviation

Preliminary Report: Accident involving M/s Global Vectra Helicorp Limited's AW139 helicopter bearing registration VT-GVI at Village Paud, near Pune on 24 Aug 2024

1. General Information

1.	Aircraft	Type	AW139
		Nationality	Indian
		Registration	VT- GVI
2.	Owner	M/s Era Leasing LLC	
3.	Operator	M/s Global Vectra Helicorp Limited	
4.	Pilot	ATPL(H)	
	Extent of Injuries	Minor	
5.	Co Pilot	ATPL(H)	
	Extent of Injuries	Minor	
6.	No. of Persons on board	04 (02 Flight Crew, 01 AME and 01 Technician)	
7.	Date&Time of Accident	24 Aug 2024, 0900 UTC	
8.	Place of Accident	Village Paud, Near Pune	
9.	Last point of departure	Juhu	
10.	Intended place of landing	Begumpet	
11.	Type of Operation	Ferry Flight	
12.	Phase of operation	Cruise	

2. Aircraft Information

The helicopter was manufactured in 2008 and had a valid Certificate of Airworthiness (CoA) and Certificate of Registration (CoR). The helicopter was under scheduled maintenance from 26 Jun 2024 to 22 Aug 2024. During this period, helicopter underwent 04 yearly Inspection and 1200 hrs Inspection. The helicopter had flown 9200:26 hrs till the date of accident. The helicopter was equipped with two PT6C-67C engines. Both Engines had undergone 900 Hrs/01 Yearly inspection on 20 Aug 2024 and 600 Hrs Inspection on 22 Aug 2024. LH Engine had accumulated 8112:12 hrs and RH engine had accumulated 7609:52 hrs till the date of accident.

3. Crew information

Crew had valid licenses and were current to operate this flight.

	PIC	Co-Pilot
License	ATPL(H)	ATPL(H)
Date of Issue of License	11.09.2013	20.05.2013
Validity of License	10.09.2025	17.08.2025
Date of Class I Med. Exam.	01.08.2024	05.07.2024
Class I Medical Validity	31.07.2025	04.01.2025
Date of issue of FRTOL License	31.10.2007	06.02.2006
Validity of FRTOL License	03.07.2031	21.06.2026
Total Flying Hours	10017 Hrs	10813 Hrs
Total PIC Hours	5238 Hrs	3000 Hrs

4. Weather Information

Weather as per the METAR at Juhu at the time of take-off and accident was as follows;

Time (UTC)	Wind	Visibility	Cloud	Temperature	QNH	Weather	Trend
0830	25009KT	2500 M	FEW010 SCT015 CEW030CB OVC080	26°C/25°C	1005	FBLRA	TEMPO 1500SHRA
0900	24009KT	2500 M	FEW010 SCT015 CEW030CB OVC080	27°C/25°C	1006	FBLRA	TEMPO 1500SHRA

5. Wreckage and Impact information

The coordinates of the accident site are 18° 31'37.3" N, 073° 35'39.3" E. The helicopter was destroyed in the accident.



6. Brief description of accident flight

On 24.08.2024, an AW139 helicopter bearing registration VT-GVI belonging to M/s GVHL was planned to operate a sortie from Juhu -Begumpet with 2 crew, 1 AME and 1 technician on board at 0630 UTC. The purpose of flight was to ferry the helicopter to Vijaywada with a halt at Begumpet airport.

However, due to inclement weather and rain at Juhu, the departure was delayed. After the weather improved and visibility increased to 2100 m, the helicopter took off at about 0830 UTC. The helicopter was cleared for K151 route till Pune (VAPO), with planned changeover to from VFR to IFR at Karnala.

The PIC was Pilot Flying and the Co-Pilot was Pilot Monitoring. Initial departure at 1000 ft was uneventful though there were intermittent clouds & rain. About 02 NM from Karnala, the crew asked permission to climb and changeover to IFR from VFR. The ATC initially cleared the helicopter to 5500 ft and thereafter gave clearance till 7000 ft. On reaching 7000 ft, the helicopter levelled off and the crew performed cruise checks satisfactorily.

Crew stated to have experienced helicopter swinging left and right excessively on selecting LNAV mode. HDG mode was selected and the swinging reduced to some extent. They also stated that the ALT mode was getting disengaged repeatedly causing helicopter to climb to 7200 feet and ALTA was selected to retain altitude.

About 20 NM from Pune, the crew stated to have encountered weather in front. In order to avoid the weather, they turned to the left. The PIC stated that the helicopter entered left bank and the bank angle kept increasing and crew suddenly experienced the helicopter entering a spiral dive.

Crew stated that the helicopter was in clouds and they did not have any visual reference while the helicopter was descending rapidly. As they broke cloud, the helicopter was observed to be at 500 ft on RA and 80 kts speed. The PIC decided to land immediately. As helicopter was flared to arrest the rate of decent, the helicopter tail hit a tree and got dislodged. The helicopter impacted the ground about 30 feet ahead and toppled on left side.

Both crew were partially incapacitated due to impact with ground. The PIC suffered a head injury with accompanying bleeding. The AME came out of the helicopter and rescued both flight crew after breaking the cockpit window. The technician was able to come out on his own. The AME switched off the engine and battery. He also operated a fire extinguisher to arrest some smoke he had observed from the engine.

7. Progress of the Investigation

- i. Documents and Records related to Helicopter and Crew are obtained from the Operator.
- ii. ATC Transcripts and other details have been obtained from Juhu, Mumbai and Pune airport.
- iii. Initial Statements of the Crew and other concerned personnel were obtained.
- iv. Wreckage site was examined.
- v. Flight Recorders and other components that may assist in Investigation were retrieved from the wreckage site.
- vi. Raw data from the Flight Recorder and HUMS card is downloaded.