

Chief Inspector of Accidents
Accident Investigation Division
Civil Aviation Department
1 Tung Fai Road
Hong Kong International Airport, Lantau
Hong Kong

Accident Bulletin 2/2013

Aircraft Type:	Robinson R22 Beta II
Registration:	B-HJN
Year of Manufacture:	1997
Number and Type of Engine:	One Lycoming O-360-J2A piston engine
Date and Time of Accident:	6 October 2013 at approximately 1555 local time (0755 UTC)
Place of Accident:	A grass area adjacent to the hover training circle in Shek Kong Airfield, Yuen Long, New Territories, Hong Kong
Nature of Accident:	During a hover training exercise, the helicopter had its right skid made contact with the ground and then rolled over on its starboard side
Type of Flight:	Training
Persons on Board:	Crew: 1 Passenger: 1
Fatalities:	Nil
Serious injuries:	Nil
Pilot's Licence:	Hong Kong Private Pilot's Licence (Helicopters)
Pilot's Flying Experience:	Total 1,260 hours in aeroplane and helicopter, of which 757 hours were in R22 helicopter type
Other crew:	Nil

Sources of Information:

Inspector's Investigation

Aircraft Accident on 6 October 2013
(Robinson R22 Beta II Registration Mark B-HJN)

(All times are in UTC. Hong Kong time is UTC+8 hours)

1. On 6 October 2013, a Robinson R22 Beta II helicopter, registration B-HJN of the Hong Kong Aviation Club Limited operated by a pilot (a flying instructor) under Visual Flight Rules with a student pilot on board took off at about 0735 from Shek Kong Airfield (SK) and remained in SK for hover training exercises.
2. After take-off, the flying instructor operated the helicopter to the hover training circle located south of the runway in SK. Having established the helicopter into wind over the circle, the flying instructor started demonstrating to the student pilot the techniques of hovering the helicopter. The student pilot was then progressively given the flying controls, namely the pedals, the collective and the cyclic to practise hovering.
3. Just before the accident, the student pilot was handling all three flying controls and practising hovering. While in the hover at about three feet above the ground, the helicopter drifted to the right swiftly and the right skid made contact with the ground. The helicopter then rolled over to the right on its side. The engine stopped on impact. The flying instructor and the student pilot evacuated from the helicopter via the left door without any assistance. They were not injured.
4. At the time of the accident, the weather was fine. Wind was generally from the northwest with a speed of around five knots. The visibility was more than 10 kilometers.
5. The takeoff weight of the helicopter was 592.7 kg, which was within the maximum and minimum gross weight limits specified in the Pilot's Operating Handbook. The helicopter was within the longitudinal and lateral centre of gravity limits.
6. The helicopter suffered from substantial damage. The on-board Emergency Locator Transmitter was activated upon impact. The wreckage has been relocated to Civil Aviation Department (CAD) facility for further investigation.

7. The flying instructor held a valid Hong Kong Private Pilot's Licence (Helicopters), a valid Medical Certificate and a valid Certificate of Experience on Robinson R22 helicopter type. He had a total of 1,260 hours flying experience in aeroplane and helicopter, of which 757 hours were in Robinson R22 helicopter type. He completed a Flying Instructor's flying test for Robinson R22 helicopter type on 10 December 2011. He had 449 hours as flying instructor on Robinson R22 helicopter. On 6 October 2013, he had flown three flights as flying instructor with a total of 3.1 hours before the accident flight.
8. The Chief Inspector of Accidents has ordered an Inspector's Investigation into the circumstances and the cause of the accident in accordance with the Hong Kong Civil Aviation (Investigation of Accidents) Regulations (Law of Hong Kong, Chapter 448B). The investigation is being conducted by an investigation team consisting of investigators of CAD.
9. The investigation authority of the State of Design and the State of Manufacture of Robinson R22 Beta II helicopter, National Transportation Safety Board of the United States of America, has been notified.
10. During the course of the investigation, should any safety recommendations be considered necessary, it will be promulgated immediately to the parties concerned before the report of the investigation is published.

4 November 2013

This Bulletin contains facts relating to the accident as determined up to the time of issue. The information must necessarily be regarded as tentative and subject to alteration or correction if additional evidence becomes available.