

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

Accident Bulletin 2/2016

Aircraft Type:	Cessna 152
Registration Mark:	B-HPA
Year of Manufacture:	1980
Number and Type of Engines:	One Lycoming O-235-L2C engine
Date and Time of Accident:	21 May 2016 at around 1730 hours local time (0930 hours UTC)
Place of Accident:	Shek Kong Airfield, Yuen Long, New Territories, Hong Kong
Nature of Accident:	During the landing of a solo circuit training flight, the aircraft incurred substantial structural damage. The pilot on board was not injured.
Type of Flight:	Private
Persons on Board:	Crew: 1 Passenger: Nil
Fatalities:	Nil
Serious injuries:	Nil
Pilot's Licence:	Student pilot with a valid Hong Kong Class 2 Medical Certificate
Pilot's Local Flying Experience:	Total 16.7 hours (16.3 hours dual / 0.4 hours solo)
Other crew:	Nil
Sources of Information:	Inspector's Investigation

Aircraft Accident on 21 May 2016
Cessna 152 (Registration Mark B-HPA)

(All times are local time, which is UTC+8 hours.)

1. The accident occurred on 21 May 2016 involved a Cessna 152 aircraft (registration mark B-HPA), registered in the name of and operated by the Hong Kong Aviation Club (HKAC).
2. The pilot concerned was a HKAC student pilot and held a valid Hong Kong Class 2 Medical Certificate. The pilot was conducting a solo circuit training at the Shek Kong Airfield which was authorised by a HKAC flying instructor.
3. The aircraft took off from Runway 11 of the Shek Kong Airfield at around 1725 hours. The flight was operated under Visual Flight Rules.
4. The circuit flight before landing was uneventful, and the aircraft was configured for landing. At around 1730 hours, when the aircraft was about to land on Runway 11, it bounced upon touchdown. The aircraft finally came to a stop with a nose down attitude at approximately 330 metres from the threshold of Runway 11 and 12 metres right of the centreline. The propeller and the nose landing gear of the aircraft were substantially damaged. The nose wheel fork was sheared off from the nose landing gear. There was no fuel leakage or fire after the accident. The pilot was not injured.
5. The Chief Inspector of Accidents ordered an Inspector's Investigation into the circumstances and causes of the accident in accordance with the Hong Kong Civil Aviation (Investigation of Accidents) Regulations (Chapter 448B). Furthermore, in accordance with the requirements of Annex 13 to the Convention on International Civil Aviation, the accident investigation authority of the State of Design and the State of Manufacturer of the aircraft, i.e. the National Transportation Safety Board of the United States (NTSB), was notified.
6. The accident investigation team conducted interviews with the pilot and the concerned personnel. Flight documents, maintenance records and weather information were collected. The post-accident examination on site indicated that the slash marks on the runway were consistent with the propeller blades striking the surface.

7. Weather information received from the Hong Kong Observatory indicated that at the time of the accident, the wind was calm and the visibility more than 4 kilometres.

8. The accident investigation team will continue with the investigation and conduct detailed analysis of the data and information received. During the course of the investigation, should safety recommendation be necessary, it will be promulgated immediately.

17 June 2016

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