

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

Accident Bulletin 1/2013

Aircraft Type:	Cessna 172P
Registration:	B-HRH
Year of Manufacture:	1981
Number and Type of Engines:	One Avco Lycoming O-320-D2J engine
Date and Time of Accident:	28 September 2013 At approximately 1000 local time (0200 UTC)
Place of Accident:	Shek Kong Airfield, Yuen Long, New Territories, Hong Kong
Nature of Accident:	An unsuccessful bailed landing maneuver resulted in aircraft landed on grassy area to the northern side of Runway 11 and came to a stop in an upside down position.
Type of Flight:	Private
Persons on Board:	Crew: 1 Passenger: 3
Fatalities:	Nil
Serious injuries:	Nil
Pilot's Licence:	Hong Kong Private Pilot's Licence (Aeroplanes)
Pilot's Flying Experience:	Total 151 hours (of which 47 hours were on type)
Other crew:	Nil
Sources of Information:	Inspector's Investigation

Aircraft Accident on 28 September 2013
(Cessna 172P Registration Mark B-HRH)

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

1. On 28 September 2013, the Hong Kong Aviation Club Limited (HKAC) aircraft, Cessna 172P registration B-HRH, took-off from Runway 11 of Shek Kong Airfield at around 0130 hour (hr) and departed to New Town via Kadoorie Gap. Due to haze and smog, the pilot decided to cancel the flight and returned to Shek Kong Airfield via Fire Station Gap.

2. The flight was operating under Visual Flight Rules (VFR), with one pilot and three passengers on board.

3. On returning to Shek Kong Airfield, the aircraft B-HRH was the only aircraft flying in Shek Kong area. The pilot elected to use Runway 11 for landing. The wind was North-Easterly (030^0) at 7 knots, and the visibility was about 7 kilometers.

4. The approach was reported normal and stable with flap selected to 30^0 and at a speed of 65 knots. However, the aircraft floated during flare maneuver and bounced upon touch down. The aircraft then touched down again on the runway with slight nose down attitude, resulted in a more significant bounce.

5. The pilot elected to go-around. Full engine power was applied and flap was retracted from 30^0 to 0^0 . Instead of climb, the aircraft sank during flap retraction. At the same time, the aircraft veered off to the left and eventually landed on the grassy area to the northern side of the runway and came to a stop in an upside down position, at approximately 760 meters from threshold Runway 11 and 22 meters from the runway edge.

6. The nose wheel fork was sheared off and the aircraft suffered significant damage to both wings, empennage, propellers and engine mounts. Two passengers, on front seat and rear left seat, suffered from minor injuries. The pilot and passengers evacuated from the aircraft without any assistance.

7. There was no fuel leakage, nor fire. The on-board Emergency Locator Transmitter (ELT) was activated upon impact.

8. According to the pilot's record, the calculated takeoff weight of the aircraft was 2277 lbs, which was within the Maximum Takeoff Weight Authorised of the Cessna 172P aircraft (2400 lbs). The pilot's record also revealed that the calculated aircraft centre of gravity was within the longitudinal and lateral limits.

9. The pilot held a valid Hong Kong Private Pilot's Licence (Aeroplanes), a valid Certificate of Experience and a valid Medical Certificate.

10. 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 the Hong Kong Civil Aviation Department (CAD). The investigation authority of the State of Design and State of Manufacture of Cessna 172P aircraft, National Transportation Safety Board of the United States of America has been notified.

11. The aircraft wreckage has been relocated to CAD facility for further investigation.

12. 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.

25 October 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.