

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

Accident Bulletin 1/2016

Aircraft type:	Zlin Z242L
Registration:	B-LUR
Year of manufacture:	2012
Number and type of engines:	One Textron Lycoming AEIO-360-A1B6 four-cylinder engine
Date and time of accident:	27 February 2016 at 1410 hours local time (0610 UTC)
Place of accident:	Offshore of Fu Tau Sha at Tolo Channel, Tai Po, Hong Kong
Nature of Accident:	Aircraft crashed into water
Type of flight:	Private
Persons on board:	Crew : One Passenger : Nil
Fatalities:	One
Commander's licence:	Hong Kong Private Pilot's Licence (Aeroplanes)
Pilot-in-Command Experience:	1,848 hours (of which 1,196 hours were instructional)
Source of information:	Inspector's Investigation

**Aircraft Accident on Hong Kong Aviation Club
Zlin Z242L Aircraft (Registration Mark B-LUR)
on 27 February 2016**

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

1. On 27 February 2016, a Hong Kong Aviation Club (HKAC) aircraft Zlin Z242L, registration mark B-LUR, took off from the Shek Kong Airfield at about 13:55 hours for Mirs Bay via Tolo Channel. It was operated under Visual Flight Rules (VFR) by one pilot with no passengers on board.
2. The pilot held a current Private Pilot's Licence (Aeroplanes) and a valid Class 2 medical certificate. He had 1,848 hours of flying experience of which 1,196 hours were instructional.
3. Before the accident, radio communications were maintained between the Hong Kong Air Traffic Control (ATC) and the pilot. The last radio communication made by the pilot to the ATC was acknowledged by the ATC and recorded at 14:08 hours.
4. Between 14:20 hours and 14:27 hours, the Fire Services Communications Centre (FSCC) received reports from the public on a suspected small aircraft crash offshore of Fu Tau Sha at Tolo Channel. FSCC in turn notified ATC which immediately activated its emergency alerting procedures. Meanwhile, the emergency response services of the Fire Services Department (FSD), the Hong Kong Police Force and the Government Flying Service were despatched to the scene for search and rescue.
5. Around 14:50 hours, the nose wheel and a portion of a propeller blade were sighted and retrieved near Fu Tau Sha. Around 15:45 hours, the wreckage was located by FSD divers at around 16 metres under water. The pilot was found on the left-hand seat inside the cockpit of the aircraft and he was later certified dead at 15:55 hours. The scene was subsequently cordoned off by the Marine Police until the completion of the salvage operation.
6. The Chief Inspector of Accidents ordered an Inspector's Investigation into the cause of the accident in accordance with the Hong Kong Civil Aviation (Investigation of Accidents) Regulations (Laws of Hong Kong, Chapter 448B).

7. Based on the information provided by the FSD rescue divers, a preliminary assessment of the wreckage was immediately carried out by the accident investigation team on 27 February 2016. With the assistance of the Civil Engineering and Development Department, further underwater survey was conducted on 28 February 2016 for the salvage of the wreckage. On 3 March 2016, the wreckage was successfully recovered from underwater.
8. After salvage, the accident investigation team immediately took measures to preserve the recovered wreckage. A preliminary survey and examination of the wreckage were also performed. The wreckage was later relocated to the Air Accident Investigation Centre of CAD on 4 March 2016 for further analysis and investigation.
9. In accordance with the requirements of Annex 13 to the Convention on International Civil Aviation, the accident investigation authorities of the State of Manufacturer and the State of Design of the aircraft and the engine, i.e. the Air Accidents Investigation Institute of the Czech Republic and the National Transportation Safety Board of the United States (NTSB), were notified.
10. The accident investigation team conducted interviews with the concerned personnel and the witnesses of the accident. The flight documents, maintenance records, fuel samples of the aircraft, weather information and the transcript of the ATC radio recordings were collected.
11. Weather information received from the Hong Kong Observatory indicated that at the time of the accident, the automatic weather station at Tai Po Kau recorded light winds. The 10-minute mean wind speed was about 9 kilometres per hour while the maximum gust was about 12 kilometres per hour. The wind direction was from the east. The weather over the Tolo Harbour at that time was fine with visibility of over 10 kilometres.
12. The cockpit and both wings of the aircraft were severely damaged; both fuel tanks inside the wings were ruptured. Some flying control surfaces were deformed and partially detached from the wing structure. The engine and the instrument panel were structurally separated from the fuselage and all three propeller blades were broken.

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

Issued on 24 March 2016

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