

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 1/2017**

Aircraft type:	Cessna Model 152
Registration:	B-HHN
Year of manufacture:	1977
Number and type of engine:	One Lycoming O-235-L2C engine
Date and time of accident:	26 February 2017 at 1114 hours local time (0314 UTC)
Place of accident:	Near Garden Farm Golf Centre, Sam Pui Chau, New Territories, Hong Kong
Nature of accident:	The aircraft contacted with and rested in the trees while a forced landing was executed due to a reported engine problem.
Type of flight:	Private – Aircraft Rating Flight Test
Persons on board:	Crew: Two      Passenger : Nil
Fatalities:	Nil
Serious injuries:	Nil
Pilot-in-command's licence:	Hong Kong Private Pilot's Licence (Aeroplanes) with Flying Instructor's Rating and Civil Aviation Department (CAD) Authorisation to conduct flight tests on Group A aircraft (i.e. single-engine aeroplanes not exceeding 5,700 kg maximum total weight authorised)
Pilot-in-command's flying experience:	Total 1,559.5 hours (of which approximately 920 hours were instructional)
Other crew's licence:	Hong Kong Private Pilot's Licence (Aeroplanes)
Source of information:	Inspector's Investigation

**Aircraft Accident on Hong Kong Aviation Club Limited  
Cessna Model 152 Aircraft (Registration Mark B-HHN)  
on 26 February 2017**

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

1. On 26 February 2017, a Cessna Model 152 aircraft, registration mark B-HHN, operated by Hong Kong Aviation Club Limited (HKAC) took off from the Shek Kong Airfield at about 1032 hours. The aircraft had a valid Certificate of Airworthiness. There were two pilots on board the aircraft, with the pilot-in-command (PIC) on the right-hand seat and the other pilot on the left-hand seat (i.e. the “left-seat pilot”). The purpose of the flight was an aircraft rating (AR) flight test carried out by the PIC for the left-seat pilot.
2. The PIC held a current Hong Kong Private Pilot’s Licence (Aeroplanes) (PPL(A)) and a valid Class 2 Medical Certificate. He had 1,559.5 hours of flying experience, of which approximately 920 hours were instructional. He also had a Letter of Authority issued by CAD for conducting flight tests on category Group A aircraft. The left-seat pilot held a PPL(A) but with an expired AR Certificate of Experience. The flight was for the renewal of his AR on Group A aircraft as pilot-in-command.
3. The flight was uneventful with the left-seat pilot operating the aircraft until both pilots noticed rough engine running when the aircraft was above Tolo Channel in the New Territories. The PIC then took control of the aircraft and informed the Air Traffic Control (ATC) of the “rough engine” at about 1109. About one minute later, the PIC advised the ATC that “the engine seems to be okay” and that he intended to return to Shek Kong Airfield. However at about 1113, the PIC further informed ATC of his intention to land at the nearby golf driving range at Sam Pui Chau.
4. The PIC executed a forced landing and at about 1114, the aircraft contacted with and rested in the trees, about five to six metres above the ground, outside the driving range of Garden Farm Golf Centre. The aircraft left wing was found broken. There was no fuel leakage nor fire.
5. A Government Flying Services (GFS) helicopter was operating in the area when the PIC of the accident aircraft reported its “rough engine” to ATC. The crew of the GFS helicopter visually identified the accident aircraft and observed its forced landing until it stopped in the trees. The pilot of the GFS helicopter then immediately made a “MAYDAY” call and advised ATC that the accident aircraft had

crashed into the trees. The ATC then reported the accident to the “999” Emergency Call Service.

6. The Fire Services Department (FSD) vehicles arrived at Garden Farm Golf Centre at 1135 and the FSD rescue team reached the accident site at about 1140. The two pilots were rescued from the cockpit of the aircraft and assisted to the ground at about 1150. Both pilots were not injured.
7. The ATC also notified the Accident Investigation Division (AID) of the CAD shortly after the accident. Inspectors of Accidents were dispatched to the accident site promptly and initiated an initial investigation.
8. On the following day, the wreckage was lowered to the ground and then relocated to the Air Accident Investigation Centre of CAD for further analysis and investigation.
9. 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 (Laws of Hong Kong, 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 Manufacture of the aircraft, i.e. the National Transportation Safety Board (NTSB) of the United States of America, was notified.
10. The CAD Inspectors of Accidents conducted interviews with the pilots and other relevant personnel. The flight documents, maintenance records, aircraft fuel and engine oil samples, weather information, ATC radar images and radio communication recordings were collected for investigation.
11. The AID will continue with the investigation. During the course of the investigation, should safety recommendation be necessary, it will be promulgated immediately.

## **28 March 2017**

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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.