

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 3/2016**

Aircraft Type:	Robinson R22 Beta II
Registration Mark:	B-HJU
Year of Manufacture:	2005
Number and Type of Engines:	One Lycoming O-360-J2A piston engine
Date and Time of Accident:	23 October 2016 at approximately 1508 hrs local time (0708 hrs UTC)
Place of Accident:	Shek Kong Airfield, Yuen Long, New Territories, Hong Kong
Nature of Accident:	During a training flight, the front of the helicopter's skids became entangled in the grass at a long grass field. The helicopter rolled over forward and rested on its left side.
Type of Flight:	Training
Persons on Board:	Crew : 2 Passenger : 0
Fatalities:	Nil
Serious Injuries:	Nil
Pilot-in-Command's Licence:	Hong Kong Commercial Pilot's Licence (Helicopters)
Pilot-in-Command's Flying Experience:	Total 6,740 hours (2,851 hours on R22 helicopter type)
Other Crew:	One student pilot
Source of Information:	Inspector's Investigation

**Aircraft Accident on 23 October 2016**  
**Robinson R22 Beta II (Registration Mark B-HJU)**

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

1. The accident occurred at about 1508 hrs on 23 October 2016 and involved a Robinson R22 Beta II helicopter registered in the name of and operated by the Hong Kong Aviation Club (HKAC).
2. Before the accident, the helicopter landed on a long grass field adjacent to the south of the middle of the runway at Shek Kong Airfield. When the flying instructor (hereafter ‘the instructor’), who was the pilot-in-command of the flight, attempted to lift the helicopter up into a hover for backtracking towards the west end of the runway, the skids were reported entangled in the grass. The helicopter subsequently rolled over forward and rested on its left side. The instructor suffered from a minor injury. He and the student pilot evacuated from the helicopter via the right door without requiring any assistance.
3. The helicopter was substantially damaged. The front part of the right skid was broken and rested on the ground about a metre away from the nose of the canopy.
4. 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 Manufacture of the aircraft, i.e. the National Transportation Safety Board of the United States (NTSB), was notified.
5. The accident investigation team conducted interviews with the instructor and the concerned personnel. Flight documents, maintenance records and weather information were collected.
6. The instructor held a valid Hong Kong Commercial Pilot’s Licence (Helicopters), a valid Class Two Medical Certificate and a valid Certificate of Experience on Robinson R22 helicopter type.
7. Weather information received from the Hong Kong Observatory indicated that at the time of the accident, the wind was calm and the visibility was more than 10 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.

22 November 2016

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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.