

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 3/2018

Aircraft type:	Zlin Z 242 L
Registration:	B-LUK
Year of manufacture:	2016
Number and type of engine:	One Textron Lycoming AEIO-360-AIB6 four-cylinder piston engine
Date and time of accident:	24 June 2018 at 1638 hours local time (0838 UTC)
Place of accident:	Ma Shi Chau Special Area, Hong Kong, China
Nature of accident:	Aircraft lost control and impacted the terrain
Type of flight:	Private
Persons on board:	Crew: 1 Passenger: 0
Fatalities:	Nil
Serious injuries:	1
Pilot's licence:	Valid Hong Kong Private Pilot's Licence (Aeroplanes) and Class Two Medical Certificate
Pilot's flying experience:	78 hours (of which 3.5 hours were on Zlin Z 242 L) (as at 24 June 2018)
Source of information:	Inspector's Investigation

**Aircraft Accident on Hong Kong Aviation Club Limited
Zlin Z 242 L Aircraft (Registration Mark B-LUK)
on 24 June 2018**

Preliminary Report

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

1. On 24 June 2018, a Hong Kong Aviation Club Limited (HKAC) Zlin Z 242 L aircraft, registration mark B-LUK, took off from the Shek Kong Airfield (VHSK) with a plan to operate in Uncontrolled Airspace Reporting Area (UCARA) Mirs Bay via Tolo. The aircraft was operated under Visual Flight Rules (VFR) by one pilot with no passengers on board. He reported to the Hong Kong Air Traffic Control (ATC) that he was entering UCARA Tolo at 1632 hours.
2. Between 1639 and 1649 hours, the Hong Kong Police Force (HKPF) received multiple reports of an aircraft crash at the mid-hill of Ma Shi Chau. One of these reports came from the pilot himself. ATC, Fire Services Department and the Government Flying Service were alerted by HKPF. ATC also notified the Accident Investigation Division (AID) of CAD shortly after the accident. An inspector of accidents was dispatched to the accident site promptly and initiated an initial investigation.
3. Members of the public who witnessed the accident and the Marine Police rushed to the scene and located the injured pilot at 1651 hrs. The injured pilot was sent to Tai Mei Tuk Pier by police vessel. He received initial medical treatment on an ambulance at the pier, and was subsequently sent to the hospital for treatment.
4. With the assistance from various government departments, the accident investigation team immediately took measures to preserve the wreckage and survey the accident site. A preliminary examination of the wreckage was also performed. On 29 June 2018, the wreckage was relocated to the Air Accident Investigation Centre of CAD for further analysis and investigation.
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 (Laws of Hong Kong, Chapter 448B).

6. In accordance with the requirements of Annex 13 to the Convention on International Civil Aviation, the accident investigation authorities of the State of Design and State of Manufacture of the aircraft and the engine, i.e. the Air Accidents Investigation Institute of the Czech Republic (ÚZPLN) and the National Transportation Safety Board (NTSB) of the United States of America, were notified.
7. The accident investigation team conducted interviews with the pilot, witnesses and HKAC personnel. The aircraft flight documents, maintenance records, fuel samples, weather information and the transcript of the ATC radio recordings were also collected. The Acceleration Monitoring Unit installed on the aircraft was removed and sent to its manufacturer for further examination.
8. At the time of the accident, the Tai Mei Tuk weather station of the Hong Kong Observatory recorded a 10-minute mean wind speed of about 7 km per hour; the wind direction was from the south east south.
9. The right wing of the aircraft was severely damaged, with the auxiliary fuel tank in its outboard section dislocated. There was fuel leak but no fire occurred. The fuselage, flight control surfaces, the left landing gear and the engine support structure were substantially damaged. The three propeller blades were also broken.
10. 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 any safety recommendation be necessary, it will be promulgated immediately.

24 July 2018

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