



In-flight Breakup

Safety Investigation Preliminary Report

Robinson R44 II

B-KTK

Hong Kong

19 May 2019

04-2019

General details

1.1. Occurrence details

Date and time:	19 May 2019 17:25 hrs Local	
Occurrence category:	Accident	
Primary occurrence type:	In-flight breakup	
Phase of flight:	Enroute	
Location:	Approximately 1 km northeast of Kadoorie Gap	
	22 ° 26.16' N	114 ° 7.48' E

1.2. Pilot information

Licence details:	Private Pilot's Licence (Helicopters)
Medical certificate:	Class 2
Type ratings:	Robinson R22, Robinson R44
Total hours (helicopters):	81.1 hours
Hours on Robinson R44:	9.7 hours

1.3. Aircraft details

Manufacturer and model:	Robinson R44 II	
Serial Number:	12472	
Registration:	B-KTK	
Operator:	Hong Kong Aviation Club Limited	
Number of engines:	One	
Type of engine:	Lycoming IO-540-AE1A5	
Type of operation:	Private	
Departure:	Shek Kong Airfield	
Destination:	Shek Kong Airfield	
Persons on board:	Crew – 01	Passengers – 0
Injuries:	Crew – 01 (Fatal)	Passengers – 0
Aircraft damage:	Destroyed	

Note: All times are local Hong Kong time which is Coordinated Universal Time (UTC) plus eight hours.

Safety Investigation Summary

On 19 May 2019, the pilot of a Robinson R44 II helicopter, registered B-KTK, was returning to Shek Kong Airfield from a solo flight in the Tai Po area.

At approximately 17:25 hrs, overhead Lam Kam Road, heading south-westerly approaching the Kadoorie Gap at about 2,000 ft. AMSL¹, the helicopter sustained an in-flight breakup.

No distress call was made by the pilot.

The fuselage of the helicopter impacted the terrain on a private farm and botanic garden to the west of Tai Mo Shan Country Park.

The helicopter fuselage ignited on impact and was partially destroyed by fire.

The debris trail of the helicopter following the in-flight breakup was scattered in a south-westerly direction for approximately 500 meters. The debris trail begins near Lam Kam road and finishes at the fuselage impact point.

The pilot was fatally injured.

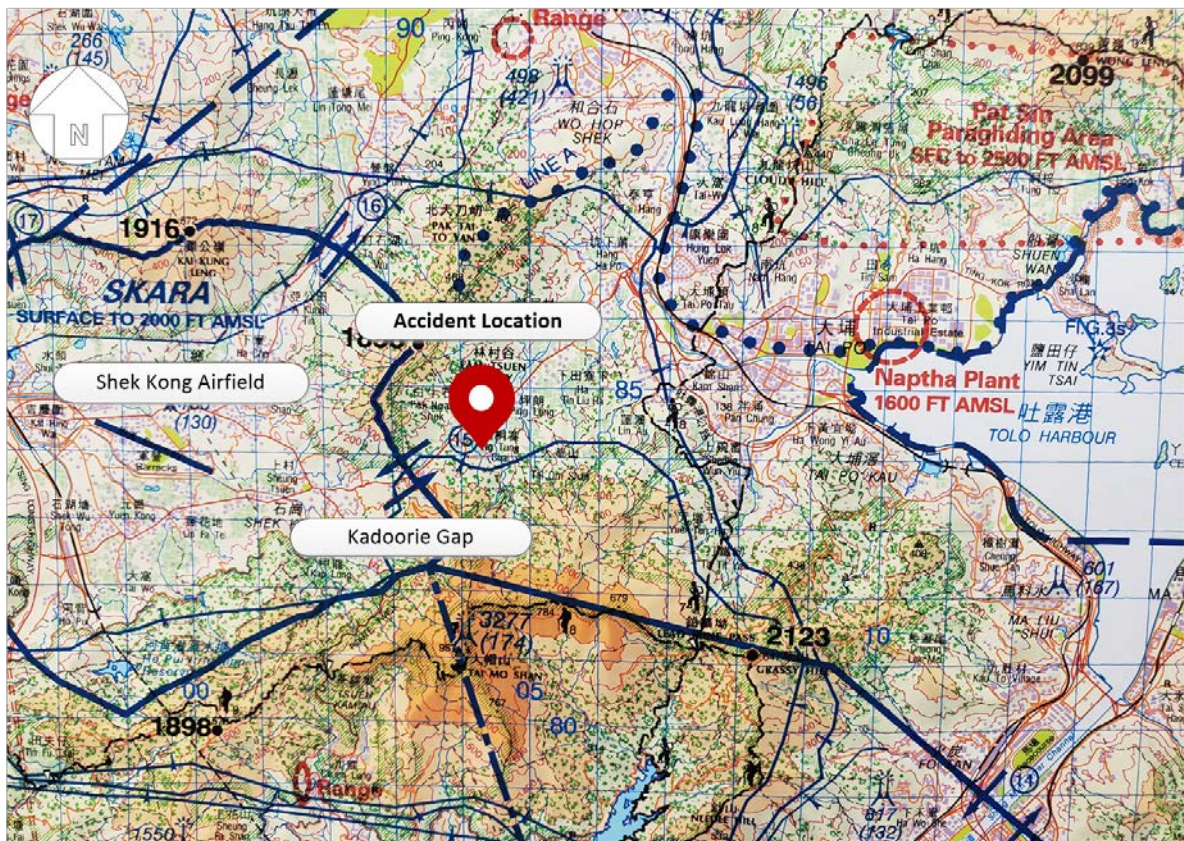


Figure 1: Accident Location

¹ AMSL: Above Mean Sea Level - (above mean sea level is the elevation or altitude in the air of an object in reference to a historic mean sea level taken as a vertical datum).

The Hong Kong Police Force and Lands Department were on scene at the accident site assisting with the evidence collection, the wreckage survey and site mapping activities in coordination with AAIA.

Opening the Investigation

On receipt of a notification from the Air Traffic Control (ATC) on 19 May 2019, the Chief Accident and Safety Investigator ordered an investigation into the circumstances and contributing factors that resulted in this accident, in accordance with the Hong Kong Civil Aviation (Investigation of Accidents) Regulations (Cap. 448B) and the requirements of Annex 13 to the Convention on International Civil Aviation (ICAO Annex 13).

The National Transportation Safety Board (NTSB) of the United States of America, the State of Design and Manufacture of the aircraft and engine and the Civil Aviation Department (CAD) of Hong Kong, were notified.

Any persons who desire to make representations concerning the circumstances or causes of the accident are invited to do so in writing to the Chief Accident and Safety Investigator by 31 July 2019.

Investigation Progress and Completion

The investigation team is conducting detailed analysis of the data and information collected in order to determine the circumstances and causes of this Accident in conjunction with identifying areas that need further investigation and/or lines of investigation to be followed up.

The anticipated duration of this accident investigation is up to twelve months.

Preliminary Report Advisory Information

This preliminary report is published to communicate the information obtained during the initial phase of the ongoing investigation.

The purpose is to provide a brief update on how the investigation is progressing as well as a preliminary description of the sequence of events and if necessary disseminate safety advisory issues identified at this early stage of the investigation.

During the further course of the investigation, should any safety recommendations be necessary, they will be promulgated immediately.

The information contained in this preliminary report is released in accordance with Cap. 448B and the requirements of ICAO Annex 13, and is derived from the initial investigation of the occurrence.

Readers are cautioned that new evidence will become available as the investigation progresses that will enhance the Air Accident Investigation Authority (AAIA)'s understanding of the accident, as such, no analysis or findings are included in this report.

3 July 2019

Air Accident Investigation Authority Information

Check the Air Accident Authority Investigation website for information, reports and updates:

<https://www.thb.gov.hk/aaia/eng/index.htm>

The Air Accident Investigation Authority 24/7 Duty Investigator Hotline:

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