

Chief Inspector of Accidents  
Accident Investigation Division  
Civil Aviation Department  
46/F Queensway Government Offices  
66 Queensway  
Hong Kong

4 June 2009

**Accident Bulletin 1/09**

Aircraft Type:	Robinson R22 Beta II
Registration:	B-LAT
Year of Manufacture:	2008
Number and Type of Engines:	One Lycoming O-360-J2A piston engine
Date and Time of Accident:	1 May 2009 at 03:13 hour UTC (11:13 hour local time)
Place of Accident:	Parking lot adjacent to the Hong Kong Aviation Club at Sung Wong Toi Road, Hong Kong
Nature of Accident:	The pilot of the helicopter was attempting an approach at 03:12 hour UTC to the Hong Kong Aviation Club in a tailwind condition and elected to go around because he could not maintain a stable approach. As the pilot was attempting the go around, the helicopter started a spin in a clockwise direction. While the helicopter was spinning, it began to lose altitude and drifted in a northerly direction until it impacted the windscreen of a parked coach. The helicopter was damaged.
Type of Flight:	Private
Persons on Board:	Crew: 1                      Passenger: 1
Injuries:	Three persons with minor injuries
Pilot's Licence:	Hong Kong Private Pilot's Licence (Helicopters)
Pilot's Flying Experience:	Total 318 hours in aeroplane and helicopter, of which 201 hours were in R22 helicopter type
Sources of Information:	Site investigation, interviews and record review

**Helicopter Accident – 1 May 2009**  
**Robinson R22 Helicopter Registration Mark B-LAT**

1. On 1 May 2009, a Robinson R22 helicopter of Hong Kong Rotor Company Limited operated by a pilot under Visual Flight Rules (VFR) with one passenger on board took off at about 02:30 hour UTC from Hong Kong Aviation Club (HKAC) at Kai Tak to the New Territories for a private flight.

2. The flight was uneventful and at about 03:10 hour UTC, the pilot carried out an approach to land at the HKAC at Kai Tak. The approach path would require the pilot to fly towards the northwest to ensure the helicopter would not be directly overhead any persons and property on the surface. At the time of the occurrence, the wind speed was 16 knots at a direction of 110 degrees, and the visibility was more than 10 kilometers.

3. Under the effect of a prevailing wind of east south east at 16 knots and controlling the helicopter to fly towards the northwest in a tailwind condition, the pilot encountered difficulties in stabilising the helicopter during the first approach and performed a go around. After an uneventful go around, the pilot attempted a second approach towards the northwest still in an east south east tailwind condition and eventually decided to perform another go around due to difficulties in stabilising the helicopter. As he was making a turn to the right, the helicopter started a spin in a clockwise direction. While the helicopter was spinning, it began to lose altitude and drifted in a northerly direction until it impacted the windscreen of a coach parked in the parking lot adjacent to Sung Wong Toi Road.

4. The takeoff weight of the helicopter was 553.6 kg, which was within the maximum approved weight for the Robinson R22 helicopter (622.7 kg). The helicopter was within the longitudinal and lateral centre of gravity limits.

5. The pilot held a Hong Kong Private Pilot's Licence (Helicopters) and a valid Medical Certificate. He had a total of 318 hours flying experience in aeroplane and helicopter, of which 201 hours were in Robinson R22 helicopter type. He completed a flight test on Robinson R22 helicopter on 20 February 2005 for the grant of a Hong Kong Private Pilot's Licence (Helicopters). The date of his most recent flight as a pilot on a Robinson R22 helicopter was on 13 April 2009 in Hong

Kong.

6. The Chief Inspector of Accidents has ordered an Inspector's Investigation into the cause of the accident in accordance with the Hong Kong Civil Aviation (Investigation of Accidents) Regulations. To date, there is no evidence of a failure of the engine or any mechanical components.

7. The investigation so far revealed that the accident could have been caused by the prevailing weather at the time of the accident and the operating experience of the pilot under tailwind condition. One recommendation has been made to HKAC that single-engined helicopter operations at Kai Tak should be temporarily suspended pending the development of specific limitations to further enhance the level of safety in the area.

8. During the course of the investigation, should other safety recommendations be considered necessary, they will be promulgated to the parties concerned before the report of the investigation is published.

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