

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 4/2018

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| Aircraft type: | Ozone Alpina 3 paraglider |
| Registration: | None (Not required under Air Navigation (Hong Kong) Order 1995) |
| Year of manufacture: | 2018 |
| Number and type of engine: | Not applicable |
| Date and time of accident: | 22 July 2018 at approximately 1400 hours local time (0600 UTC) |
| Place of accident: | Sunset Peak, Lantau, Hong Kong, China |
| Nature of accident: | Aircraft impacted the terrain |
| Type of flight: | Private |
| Persons on board: | Crew: 1 Passenger: 0 |
| Fatalities: | 1 |
| Serious injuries: | 0 |
| Pilot's licence: | None (Not required under Air Navigation (Hong Kong) Order 1995) |
| Pilot's flying experience: | Approximately 307.5 hours |
| Source of information: | Inspector's Investigation |

Aircraft Accident on Ozone Alpina 3 Paraglider on 22 July 2018

Preliminary Report

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

1. At approximately 1400 hrs on 22 July 2018, an Ozone Alpina 3 paraglider took off from South Lantau East, a paragliding activities area in the Lantau South Country Park. The paraglider was operated by one pilot with no passengers on board.
2. At 1934 hrs, the Hong Kong Police Force (HKPF) received a report that the pilot was missing, and the Fire Services Department immediately launched a mountain rescue operation in conjunction with HKPF, the Government Flying Service (GFS) and the Civil Aid Service.
3. Poor visibility and low cloud base prevailed throughout the search and rescue operation. The pilot was subsequently located with his paraglider by GFS at 1147 hrs on 27 July on a steep slope of Sunset Peak, about one kilometre northeast from where he took off. The pilot was immediately sent to hospital by a GFS helicopter and was officially declared dead later.
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 (Laws of Hong Kong, Chapter 448B).
5. The accident investigation team conducted interviews with witnesses and personnel of the Hong Kong Paragliding Association (HKPA).
6. According to HKPA, the pilot was qualified as an Intermediate Pilot (HKPA 4) by the Association. He also held a certification issued by the United States Hang Gliding & Paragliding Association.
7. The paraglider recovered was relocated to the Air Accident Investigation Centre of the Civil Aviation Department for analysis and investigation. There was no substantial damage to neither the canopy and the harness of the paraglider nor the helmet of the pilot.

8. The Special Weather Tips issued by the Hong Kong Observatory (HKO) at 1300 hrs on that day indicates “bands of thundery showers now to the southwest of Hong Kong are gradually edging towards the Pearl River Estuary and may affect the territory in the next couple of hours. Members of the public should be on the alert.” According to the Thunderstorm Warning issued later at 1400 hrs, isolated squally thunderstorms were expected to occur over Lantau and New Territories West. Gusts reaching 70 kilometres per hour might affect these areas. The weather information recorded at the four HKO weather stations near the accident site was collected and was being analysed.
9. 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.

21 August 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.