

民航意外調查機構

AAIA

Air Accident Investigation Authority



Collision with Obstacle During Landing

Serious Incident Investigation Preliminary Report

**Geronimo² M-27 Paraglider
Sai Kung, Hong Kong
28 April 2020**

06-2020

General Details

1.1 Occurrence details

Date and time:	28 April 2020 at 1507 hours (Note)
Occurrence category:	Serious Incident
Primary occurrence type:	Collision with Obstacle during Landing
Location:	Sai Kung, Hong Kong
Position:	22 ° 23' 04" N 114 ° 16' 18" E

1.2 Pilot in Command details

Licence details:	United States Hang Gliding and Paragliding Association (USHPA) Intermediate Paragliding Rating (P-3)
Flying experience:	Approximately 155 hours

1.3 Aircraft details

Manufacturer and model:	Geronimo ² M-27 Paraglider	
Serial number:	G ² M 2276	
Registration:	Nil	
Year of manufacture:	2017	
Type of operation:	Private	
Departure:	Ma On Shan Country Trail, Hong Kong	
Destination:	Sha Kok Mei, Hong Kong	
Persons on board:	Crew – 1	Passengers – 0
Fatalities:	0	
Injuries:	1	
Aircraft damage:	Nil	

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

Safety Investigation Summary

At approximately 1500 hours on 28 April 2020, a Geronimo² M-27 paraglider took off from Ma On Shan, a paragliding activity area in the Ma On Shan Country Trail, and planned to land on Sha Kok Mei in Sai Kung, Hong Kong.

At 1507 hours, the paraglider hit a moving truck while landing on Tai Mong Tsai Road in Sai Kung. The pilot, who was flying solo, sustained an injury from the serious incident.

Opening the Investigation

The occurrence came to the Air Accident Investigation Authority (AAIA)'s knowledge on 28 April 2020. Having reviewed the information collected, the current Chief Accident and Safety Investigator (CASI) of AAIA ordered an investigation into the circumstances and causes that resulted in this serious incident, in accordance with the Hong Kong Civil Aviation (Investigation of Accidents) Regulations (Cap. 448B).

Investigation Progress and Completion

The investigation team is conducting a detailed analysis of the data and information collected in order to determine the circumstances and causes of this serious incident in conjunction with identifying areas that need further investigation and/or lines of investigation to pursue.

The anticipated duration of this serious incident 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 the Hong Kong Civil Aviation (Investigation of Accidents) Regulations (Cap. 448B), 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 AAIA's understanding of the serious incident, as such, no analysis or findings are included in this report.

23 December 2020

Air Accident Investigation Authority Information

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

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

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