

民 航 意 外 調 查 機 構



Air Accident Investigation Authority

Loss of Control - Inflight (LOC-I)

**Accident Investigation
Preliminary Report and
Public Notice**

**BogdanFly X-wing Paraglider
Sunset Peak, Lantau,
Hong Kong
17 June 2024**

PLR-2024-02

1. Purpose

- (1) This preliminary report provides factual information established in the investigation's early evidence collection phase. Its purpose is to provide timely information to both the aviation industry and the general public.
- (2) This report is released in accordance with the Hong Kong Civil Aviation (Investigation of Accidents) Regulations (Cap. 448B).
- (3) The Air Accident Investigation Authority (AAIA)'s understanding of the accident will be enhanced as the investigation progresses and potential new evidence becomes available. As such, no analysis or findings are included in this report.
- (4) Should safety recommendations be considered necessary during the course of the investigation, they will be promulgated to the parties concerned immediately before the final Investigation Report is published.
- (5) The Investigation Report will be released at the conclusion of the investigation, which will provide a comprehensive overview of the accident, its cause(s), contributing factor(s) and any recommendations made to improve air safety.

2. General Details

2.1. Occurrence details

Date and time:	17 June 2024 at around 1436 hours ¹
Occurrence category:	Accident
Primary occurrence type:	Loss of Control – Inflight (LOC-I)
Location:	Sunset Peak, Lantau, Hong Kong
Position:	At a slope about 100 meters away from Distance Post L015 of Lantau Trail Section 2 ²

2.2. Pilot details

Flying experience:	To be advised
--------------------	---------------

2.3. Aircraft details

Manufacturer and model:	BogdanFly X-wing Paraglider	
Year of Manufacture:	2023	
Type of Operation:	Private	
Departure:	Takeoff Field of South Lantau East Paragliding Activities Area, Hong Kong	
Destination:	Lower Cheung Sha Beach, Lantau, Hong Kong	
Persons on board:	Pilot – 1	Passenger – 0
Fatalities:	1	
Injuries:	0	
Aircraft damage:	Nil.	

¹ All times are in Hong Kong Local Time, which is Coordinated Universal Time (UTC) plus eight hours.

² The location of the Direction Post is at Latitude (N) 22.25443, Longitude (E) 113.95327.

3. Synopsis

- (1) A paraglider pilot went to the takeoff field of the South Lantau East paragliding activities area in the Lantau South Country Park with his companions on 17 June 2024. He took off solo by executing a reverse launch at about 1430 hours.
- (2) The pilot had planned to land at Lower Cheung Sha Beach. The normal flight duration was typically two to three minutes. After he had flown for a short while, his paraglider was slowly lifted up towards the cloud by the wind. His companions advised him on a handheld radio transceiver to apply big ears³ and speed bar to counter the climb. However, no response was heard from the pilot.
- (3) The wind became progressively stronger, and the pilot's paraglider ascended further. Eventually, his companions lost visual contact with the paraglider. They persistently tried to contact the pilot on the radio, but there was still no response from him.
- (4) At around 1500 hours, they finally heard the pilot's voice on the radio, advising that he was stuck in a tree and had sustained injuries that were causing him significant pain. He could not send out his location because he could not reach his mobile phone. After a while, there were no more voice messages from him on the radio. His companions later reported the situation to the Hong Kong Police Force (HKPF).
- (5) After search and rescue operations, the pilot was located on a slope near Sunset Peak, about 100 meters away from Distance Post L015 at approximately 2125 hours. He was found unconscious and still strapped in his paraglider. The weather was foggy and rainy.
- (6) The pilot was transported down the hill in an unconscious state and conveyed to North Lantau Hospital at around 0240 hours on 18 June 2024. He was later certified dead.

³ "Big ears" is an emergency descent method for paragliding flight. A pilot pulls the relevant control lines to fold in both wing tips of a paraglider to decrease the surface area. As a result, the drag of the wing and the sinking rate increase.

4. Instigation of Investigation

- (1) On receipt of a notification from the Hong Kong China Paragliding Association on 17 June 2024, the AAIA validated the information provided by the relevant parties.
- (2) The Chief Inspector classified this occurrence as an accident and instigated an investigation into its circumstance(s), cause(s) and contributing factor(s), in accordance with the Hong Kong Civil Aviation (Investigation of Accidents) Regulations (Cap. 448B).

5. Investigation Progress

- (1) To date, the AAIA has:
 - completed an initial inspection of the pilot's paraglider, equipment, and accessories;
 - downloaded the flight data from his variometer;
 - conducted an interview with one of the witnesses;
 - collected a video capturing the early phase of the flight; and
 - collected the user manual from the paraglider manufacturer.
- (2) As the investigation progresses, AAIA will:
 - conduct an in-depth examination of the paraglider, equipment, and accessories;
 - interview other witnesses;
 - analyse the flight data;
 - collect and analyse the meteorological information related to the flight; and

- review the pilot's autopsy report.
- (3) The detailed analysis of the data and information collected will enable the investigation team to determine the circumstances, causes and contributing factors of this accident. It will also aid in identifying areas that need further investigation and/or lines of investigation to be pursued.

6. Public Notice

This Report also serves as a public notice under Section 10(1) of Cap. 448B. Any person who wishes to make representation as to the circumstance(s) or cause(s) of the accident should do so by letter, facsimile, telephone or email to the Chief Inspector (Address: Air Accident Investigation Authority, Levels G & 2, Facility Building, 1 Tung Fai Road, Hong Kong International Airport, Lantau, Hong Kong; Telephone: (+852) 2910 6079; Facsimile: (+852) 2910 6049 (local), (+852) 3912 4848 (international); or Email: ACCID@tlb.gov.hk within 14 days of this notice.

16 July 2024

K. C. MAN *Chief Inspector*

About the Air Accident Investigation Authority

The AAIA is an independent investigation authority formed under the Transport and Logistics Bureau (TLB) of the Government of the Hong Kong Special Administrative Region of the People's Republic of China.

The AAIA is established in compliance with the Standards and Recommended Practices (SARPs) of ICAO Annex 13 requiring Contracting States to set up an independent investigation authority to ensure the independence and impartiality of the investigations.

The AAIA is responsible for the investigation of civil aircraft accidents and incidents in Hong Kong in accordance with the Hong Kong Civil Aviation (Investigation of Accidents) Regulations (Cap. 448B) and the SARPs of ICAO Annex 13.

The sole objective of the investigation shall be the prevention of accidents and incidents. It is not the purpose of this activity to apportion blame or liability.

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

<https://www.tlb.gov.hk/aaia/eng/index.html>

The AAIA 24/7 Duty Investigator Hotline:

Tel: (852) 9518 5800

Email: ACCID@tlb.gov.hk

**Fax: (+852) 2910 6049 (local)
(+852) 3912 4848 (international)**