

**Aviation Safety Investigation Report  
199401195**

**Airborne Windsports  
Sting**

**25 March 1994**

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**NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at [www.atsb.gov.au](http://www.atsb.gov.au).**

**Occurrence Number:** 199401195                      **Occurrence Type:** Accident  
**Location:** Cape Byron  
**State:** NSW    **Inv Category:** 4  
**Date:** Friday 25 March 1994  
**Time:** 1400 hours                                      **Time Zone** EST  
**Highest Injury Level:** Fatal  
**Injuries:**

	Fatal	Serious	Minor	None	Total
Crew	1	0	0	0	1
Ground	0	0	0	0	0
Passenger	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

**Aircraft Manufacturer:** Airborne Windsports  
**Aircraft Model:** Sting  
**Aircraft Registration:** REG\_1994011951                      **Serial Number:**  
**Type of Operation:** Non-commercial Pleasure/Travel  
**Damage to Aircraft:** Substantial  
**Departure Point:** Cape Byron NSW  
**Departure Time:**  
**Destination:** Tallows Beach NSW

**Approved for Release:** Friday, September 16, 1994

The hang glider pilot was soaring off the cliffs east of the Cape Byron lighthouse where the nearest area suitable for a landing is Tallows Beach, several hundred metres to the south. The wind had been ESE at about 15 knots prior to a sudden arrival of a front passing through which changed the wind to a 20 to 25 knot southerly. Other hang glider pilots had landed prior to the arrival of the front which was not accompanied by any tell tale cloud change. The hang glider pilot was soaring at about 500ft when the change came through and was unable to glide into wind to a beach landing. He landed in the surf and was apparently unable to extricate himself from his harness and drowned.

The above details were provided by the Hang Gliding Federation of Australia.

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