



**Aviation Safety Council
Taipei, Taiwan**

**HAWK II ULTRA-LIGHT VEHICLE
CRASHED NEAR RIDGELINE OF
LOWER AYU MOUNTAIN IN WULAI
VEHICLE SUFFERED SUBTANTIAL
DAMAGE**

Executive Summary

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On March 20, 2005, at around 0700am, a CGS 1 designed, manufactured Hawk II ultra-light vehicle (no registration number), departed from Ganyuan Airfield in Shulin City, Taipei County, the destination was Yilan Airfield. The aircraft had front and back seats, the pilot was at the front seat and the passenger at the backseat during the accident. According to the interview notes, the aircraft was normal during takeoff and climb, after departed from Ganyuan, the aircraft flied towards southeast mountain areas, at around 0730 it crashed in the forest near the ridgeline of lower Ayu mountain in Wulai. The coordinate of the crash site was N 24°50'16"; E 121°35'47", elevation was 3,500 feet. Both the operator and the passenger were not injured.

Findings as the Result of the Investigation

1. There was no evidence of weather (wind direction/speed) and terrain etc. to prove the existence of downdrafts;
2. No evidence proven the existence of engine, system and structure were related;
3. The accident vehicle was not equipped with instant positioning reporting management mechanism therefore hard to inform and recue;
4. The operator was unfamiliar with the ultra-lightflight regulations, and did not truly understand the maneuvering performance of the vehicle;
5. The CAA could only send staffs to dispose when news media or

the public reported the violations due to limited manpower, the routine inspections of ultra-light vehicles over the country was difficult and, therefore with limited results;

6. "Ultralight Vehicle Regulation" was hard to be implemented due to factors like property restrictions.
7. Since "Ultralight Vehicle Regulation" was hard to be implemented, and the operator did not join any ultra-light organizations, therefore no organizations, aircraft owners or operators made timely notification and properly dealt with this ultra-light vehicle flight occurrence.

Safety Recommendations

To Ultra-light Activity Organizations, Ultra-light vehicle owners and Operators

1. Follow the Civil Aviation Act and "Ultralight Vehicle Regulation" to operate.

To Civil Aeronautics Administration, CAA

1. Actively coordinate with relevant units to solve legalization issues.
2. Communicate, coordinate and amend those controversial regulations, laws that might be difficult to implement to make it better and able to be implemented and executed.
3. Strengthen regulations regard to flight safety, accident notifications regulation contain in Civil Aviation Act, ultra-light management handbook and activity instruction manuals.

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