



# Air Accident Investigation Unit Ireland

PRELIMINARY REPORT

ACCIDENT

Airwave Hang Glider/Mosquito Motor Harness  
Near Miltown Malbay, Co. Clare

18 September 2022



An Roinn Iompair  
Department of Transport

## PRELIMINARY REPORT

## Foreword

This safety investigation is exclusively of a technical nature and the Final Report reflects the determination of the AAIU regarding the circumstances of this occurrence and its probable causes.

In accordance with the provisions of Annex 13<sup>1</sup> to the Convention on International Civil Aviation, Regulation (EU) No 996/2010<sup>2</sup> and Statutory Instrument No. 460 of 2009<sup>3</sup>, safety investigations are in no case concerned with apportioning blame or liability. They are independent of, separate from and without prejudice to any judicial or administrative proceedings to apportion blame or liability. The sole objective of this safety investigation and Final Report is the prevention of accidents and incidents.

Accordingly, it is inappropriate that AAIU Reports should be used to assign fault or blame or determine liability, since neither the safety investigation nor the reporting process has been undertaken for that purpose.

Extracts from this Preliminary Report may be published providing that the source is acknowledged, the material is accurately reproduced and that it is not used in a derogatory or misleading context.

---

<sup>1</sup> **Annex 13:** International Civil Aviation Organization (ICAO), Annex 13, Aircraft Accident and Incident Investigation.

<sup>2</sup> **Regulation (EU) No 996/2010** of the European Parliament and of the Council of 20 October 2010 on the investigation and prevention of accidents and incidents in civil aviation.

<sup>3</sup> **Statutory Instrument (SI) No. 460 of 2009:** Air Navigation (Notification and Investigation of Accidents, Serious Incidents and Incidents) Regulations 2009.



**AAIU Report No: 2022-010**

**State File No: IRL00922037**

**Report Format: Preliminary Report**

**Published: 21 October 2022**

In accordance with Annex 13 to the Convention on International Civil Aviation, Regulation (EU) No 996/2010 and the provisions of SI No. 460 of 2009, the Chief Inspector of Air Accidents, on 18 September 2022, appointed Kate Fitzgerald as the Investigator-in-Charge to carry out an Investigation into this Accident. This Preliminary Report contains information, as known at this time, and does not contain Analysis or Conclusions. This information is therefore subject to change, and may contain errors; any errors in this Report will be corrected in the Final Report.

<b>Aircraft Manufacturer:</b>	Airwave (wing) / Swedish Aerosport (motor harness)	
<b>Model:</b>	Magic 166 / Mosquito Motor Harness	
<b>Registration:</b>	Unregistered	
<b>State of Registry:</b>	Unregistered	
<b>Serial Number:</b>	Unknown	
<b>Year of Manufacture:</b>	Unknown	
<b>Type of Operation:</b>	General Aviation	
<b>Date and Time (UTC)<sup>4</sup>:</b>	18 September 2022 @ 16:00 hrs	
<b>Location/Position:</b>	Agricultural Field near Miltown Malbay, Co. Clare	
<b>Persons on Board:</b>	Crew – 1	Passengers – Nil
<b>Injuries:</b>	Crew – 1 (Fatal)	
<b>Nature of Aircraft Damage:</b>	Minor	

<sup>4</sup> **UTC:** Co-ordinated Universal Time. All times in this report are quoted in UTC unless otherwise stated; local time was UTC + 1 hour on the date of the accident.

## PRELIMINARY REPORT

## 1. HISTORY OF THE OCCURRENCE

At approximately 16:00 hrs on 18 September 2022, the powered hang glider was launched from an agricultural field close to Miltown Malbay County Clare. The Pilot was flying and operating alone. Evidence gathered at the accident site indicates that the Pilot launched the hang glider, travelled a distance over ground of less than 100 metres and impacted terrain in the same field. There was no fire. Subsequently, the Pilot was pronounced deceased.

### 1.1 Witnesses

The Investigation spoke to three witnesses who had seen the hang glider on the day of the accident.

The first witness was at home, a short distance away, and saw the Pilot at one side of the field, preparing the hang glider prior to the flight. Sometime later, the witness saw the hang glider at the other side of the field but did not immediately suspect that anything was amiss. A short while later, noting that the hang glider was in the same position, the witness walked down to the hang glider and found the Pilot secured in the hang glider harness. The witness immediately sought assistance from local people and also alerted the emergency services.

The other two witnesses were visiting a house in the vicinity of the accident site. The witnesses were in the garden of the house when they observed the Pilot in the field with the hang glider and said they could hear an engine running which they believed to be the hang glider engine. The witnesses told the Investigation that they had never seen the hang glider before and one of them used a pair of binoculars to have a closer look.

The witness holding the binoculars said that they saw the Pilot launch the hang glider and that once airborne, the Pilot kicked his legs backwards into the harness. As the Pilot did so, the hang glider jerked slightly. The hang glider then veered left and rapidly pitched downwards towards the ground. The witnesses could not see the Pilot, and due to a lack of familiarity with hang gliding, they were unaware that the Pilot may have been injured. The witnesses recalled that they could hear the engine running after the flight.

### 1.2 Damage to Hang Glider

An initial inspection of the hang glider and motor harness found that:

- One propeller blade was broken into three pieces with the tip section found embedded in the hang glider wing
- The second propeller blade sustained tip damage
- The wing was torn due to the impact of the propeller blade
- Small dents were found on the hang glider frame
- The strut-mounted variometer<sup>5</sup> was found detached from the hang glider

---

<sup>5</sup> **Variometer:** An instrument used in flying to indicate rate of climb or descent.



## 2. NOTIFICATION AND RESPONSE

The AAIU received notification of the accident from Shannon Air Traffic Control at 17.10 hrs on 18 September 2022. An Investigation team travelled to the accident site the following morning to commence an Investigation.

## 3. AIRCRAFT INFORMATION

The aircraft was a powered hang glider. It had a Magic 166 wing manufactured by Airwave and a Mosquito harness manufactured by Swedish Aerosport. The harness had an integrated, two-stroke engine, driving a two-bladed propeller.

## 4. ACCIDENT SITE

The hang glider impacted terrain in an agricultural field close to Miltown Malbay, County Clare (**Photo No. 1**).



**Photo No. 1:** Accident site

## 5. ONGOING INVESTIGATION

The Investigation is ongoing and a Final Report will be published in due course.

- END -

In accordance with Annex 13 to the Convention on International Civil Aviation, Regulation (EU) No. 996/2010, and Statutory Instrument No. 460 of 2009, Air Navigation (Notification and Investigation of Accidents, Serious Incidents and Incidents) Regulation, 2009, the sole purpose of this investigation is to prevent aviation accidents and serious incidents. It is not the purpose of any such investigation and the associated investigation report to apportion blame or liability.

A safety recommendation shall in no case create a presumption of blame or liability for an occurrence.

Produced by the Air Accident Investigation Unit

AAIU Reports are available on the Unit website at [www.aaiu.ie](http://www.aaiu.ie)



**An Roinn Iompair**  
Department of Transport

Air Accident Investigation Unit,  
Department of Transport,  
Leeson Lane,  
Dublin 2,  
D02TR60,  
Ireland.

Telephone: +353 1 804 1538 (24x7)

Email: [info@aaiu.ie](mailto:info@aaiu.ie)

Twitter: @AAIU\_Ireland