

# BGA accident/incident summaries

## AIRCRAFT

Ref	Type	Damage	Date, time	Place	Age	PILOT Injury	P1 hours
125	SZD 55	substantial	23/07/15, 15:20	Black Mountains GC	61	none	101
Split in fuselage behind wing. At the end of his first flight on type, the pilot flew a half airbrake approach and rounded out as normal over the long grass, but the glider landed earlier than he expected and bounced slightly. Witnesses report that the approach and landing seemed normal, but fuselage damage consistent with a heavy landing was found after the flight. The report suggests that the pilot may have rounded out and held off slightly high, allowing the glider to stall before touching down. The report also mentions the lack of P1 time over the previous 10 weeks.							
126	Alliance A34	substantial	31/07/15, 15:30	Borders GC	62	none	38
Bounced landing leading to PIO. After the first touchdown the glider bounced to around 5-6ft before two more touchdowns. The glider had damage to the nosewheel mounting and footwell, as well as cracks in the forward fuselage.							
127	K-13	substantial	01/08/15, 14:30	Darlington GC	31	none	9
Glider ran into hedge during a field landing. The low-airtime pilot took off with the intention of soaring, but drifted downwind while thermalling. After a few climbs and glides, the pilot accepted the inevitability of a field landing and set up a landing into a suitable field. Unfortunately, the landing was downwind and the glider collided with a hedge, damaging the wings and canopy. The club intends to include a field selection flight in a motorglider as part of its pre-solo syllabus.							
128	ASG 29	substantial	03/08/15, 17:00	Cambridge GC	52	none	1649
Broken fuselage and tailplane while landing out at Conington. Pilots at the competition had been briefed that Conington wanted gliders landing out to land on the grass runway near the tarmac runway; the airfield radio operator also asked the pilot to land on the grass. During the landing a wingtip caught in longer grass next to the landing area and the glider groundlooped. The pilot later found out that the width of the grass landing area was 12m and recommends informing the airfield A/G radio operator that the grass area is too narrow to land a glider on.							
129	DG-1000	minor	07/08/15, 18:15	Bicester	63/45	none/none	1445
Competition field landing ended in groundloop. The pilot selected what he thought was a stubble field; in fact the field contained short crop which combined with a slope across the landing run to catch a wingtip. The groundloop tore the wheels off the wingtips.							
132	Vega	substantial	08/08/15, 15:15	Staffordshire GC	40	none	241
Airbrakes sucked open at high speed. Practising a competition finish at 3,500ft, the pilot overshot his intended airspeed and the glider reached VNE, at which point the trailing edge airbrakes came open.							
133	K-13	substantial	12/08/15, 13:30	Skelling Farm	69/16	none/minor	800
Crash landing after a wingtip struck a tree. The glider was high on the base leg so the P1 turned away from the airfield to lose height. The glider sank while turning and at the end of the turn was too low to clear the trees bordering the airfield. Attempting to land in a field, the pilot made a late turn to avoid an obstruction, but caught a wingtip on a tree. The glider landed sideways, damaging a wingtip, crushing the nose and bending the rear fuselage.							
134	Duo Discus	substantial	12/08/15, 17:00	The Gliding Centre	59	none	1300+
Undercarriage retracted on landing. The pilot lowered the undercarriage as part of his pre-landing checks and, with several previously landed gliders on the normal landing area, the pilot elected to land on the tarmac runway. The fuselage underside, gear doors and winch hook were damaged after the undercarriage retracted after touching down.							
135	K-21	substantial	13/08/15, 17:00	Scottish GC	75	none	517
Rear canopy opened in flight. The canopy interlocks were later found to be poorly aligned, allowing the front canopy to be locked while the rear canopy was still unlocked.							
137	Discus	minor	07/08/15, 12:00	Windrushers GC	54	none	3000+
Undercarriage collapsed during landing ground run after the wheel ran through a large hole. The glider had paint damage and some delamination to the underside of the fuselage.							
138	Discus	not known	15/08/15, 15:50	The Gliding Centre	62	none	850
Groundloop during landing. The visiting pilot steered to one side after touching down to avoid blocking the landing area, a wingtip caught in crop bordering the landing area and the glider groundlooped. At the time of the report, the glider was still awaiting inspection to assess any damage.							
139	Grob Astir	substantial	18/08/15, 12:20	Bicester GC	19	minor	7
Heavy landing collapsed the undercarriage. During the pilot's second flight on type, the glider was seen to be on approach with the wheel up. At about 30ft agl the wheel came down, the glider then ballooned from about 10ft before landing heavily. The pilot reports that, after swapping hands on the stick to use his right hand to lower the undercarriage, the airbrakes came fully open and he had to pull back to avoid hitting the ground.							
140	Grob Astir	substantial	19/08/15, 16:20	Norfolk GC	65	serious	2
Heavy landing in undershoot field. The glider was high at the start of the approach so the pilot opened the airbrakes. As the glider started to undershoot, the pilot thought that he reduced/closed the airbrakes, but a witness reports that the brakes remained open. The glider landed heavily on rough ground just short of the airfield before bouncing onto the runway. The pilot fractured a vertebra; the glider forward fuselage was broken.							

## BGA accident/incident summaries *continued*

### AIRCRAFT

Ref	Type	Damage	Date, time	Place	PILOT Age	Injury	P1 hours
141	Junior	minor	06/08/15, 18:00	Shenington GC	36	none	73
Overshot landing ended in an adjacent crop field. The visiting pilot turned final too high and too close in the light crosswind. Using full airbrake, the glider touched down about 30m before the end of the airfield, bounced over the perimeter track before landing and groundlooping in the crop field. Tiredness after a cross-country flight cited as a factor.							
143	SF 25C	minor	22/08/15, 16:30	Cranwell	59	none	-
Part of the exhaust fell off at the beginning of an aerotow. The launch point informed the tug pilot, who opened the vents as hot air and fumes leaked into the cockpit. The tug pilot radioed to the glider that he would be turning downwind and that the glider should release when safe to do so. After releasing at 400ft ato both aircraft landed safely. As well as a broken exhaust there was heat damage to the cowlings and part of the fuselage.							
144	Blanik L23	substantial	26/08/15, 17:00	Wolds GC	64/62	minor/serious	110
Undershot approach ended with damaged glider and suspected pelvic injury to P2.							
145	Ventus	substantial	22/08/15, 15:50	Cotswold GC	60	serious	1342
Field landing accident. The pilot reports spending too much time and height trying to stay airborne before making a hurried circuit and approach into a field. Some combination of curlover from upwind ridge or late/insufficient roundout into an uphill field led to a nose-first touchdown, crushing the underside of the nose, damaging the wing root and breaking the fuselage. The pilot fractured an ankle, two vertebrae and broke two ribs.							

### Incidents

123	K-13	none	25/06/15, 14:15	-	-	-	-
Precautionary field landing after losing sight of the airfield.							
124	Cirrus	none	11/07/15, 14:00	-	-	-	-
Heavy landing. Intending to land short to avoid another glider, the pilot allowed the speed to reduce on approach.							
130	K-21	none	08/08/15, 14:30	-	-	-	-
In-flight control restriction. The club had recently equipped the glider with a 25mm thick energy absorbing cushion, which was placed beneath the manufacturer's seat cushion, but not secured to the glider. The cushion slid forward during the flight, restricting rearward stick movement and aileron control. The pilot was able to fly the glider onto the ground by reducing the airbrake and "pulling very hard" on the stick. After the flight it was noted that the crotch strap was improperly adjusted and loose enough to allow pilot and cushion to slide forwards. The club intend to ensure that cushions are secured to the glider and will remind members to properly adjust the crotch strap before flight.							
131	Pegase	minor	08/08/15, 11:00	-	-	-	-
Towing incident. As the glider passed over some rough ground, the tailwheel came out of the tow gear. The driver stopped, but the glider hit the car and the tow bar, damaging the rudder and elevator.							
136	Duo Discus xlt	none	08/08/15, -	-	-	-	-
The engine would not raise while being tested as part of the DI. It was discovered that a relay located under the rear seat had detached and was lying on the bottom of the cockpit. There was evidence of damage to the relay, possibly from either the winch hook mechanism or the flight controls.							
142	Grob Twin Acro	none	15/08/15, 16:50	-	-	-	-
Weak links broke at the tug end of the aerotow rope. After a bow developed, the tug climbed relative to the glider. The P1 tried to fly the bow out, but the lighter weak link used by the EuroFOX broke as the rope came tight, allowing the rope to fall over the glider wing. The tug end of the rope went under the wing and the rings hit the underside of the wing.							
146	Puchacz/EuroFOX	none	20/06/15, 16:00	-	-	-	-
The P1 pulled the aerotow release and started to turn before verifying that the rope had released. The tail of the tug was pulled up by the still attached glider so the tug pilot pulled the release. The glider P1 simultaneously pulled the release again and the tow rope fell to the ground. It was later found and returned to the club by a member of the public.							
147	K-21	none	29/07/15, -	-	-	-	-
Take-off signals were given to the tug for an aerotow launch over the radio, as well as visually using a forward signaller. Unfortunately the radio operator was using the winch radio instead of the airband, so when the all out was given both the winch and the tug pilot started a launch. The winch drogue chute inflated and drifted in front of the moving tug and the tow was aborted.							

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