

BGA accident/incident summaries

AIRCRAFT

Ref	Type	Damage	Date, time	Place	Age	PILOT Injury	P1 hours
4	Silent 2	destroyed	19/10/15, 16:15	The Gliding Centre	66	serious	25
Stall and spin from low level during take-off. A witness reports a normal take-off into a climb, which gradually steepened until the aircraft stalled.							
7	Astir	minor	22/11/15, 14:30	Heron GC	69	none	60
Heavy landing following aborted car launch. The pilot had initially intended to aerotow, after opting for a car launch he mistakenly allowed the cable to be attached to the aerotow hook. After the pilot gave the launch signals over the radio, the duty instructor noticed the incorrect hook attachment just before the glider took off and instructed "release" over the radio. The launch car stopped, but the pilot did not initially recognise the "release" command as a stop signal and by the time he had lowered the nose there was insufficient airspeed to prevent a hard landing.							
8	K-21	substantial	28/11/15, 10:20	London GC	62	none/none	1750
Rear canopy opened during aerotow. The P1 had to open the canopy a few times before launching to allow it to de-mist, soon after take-off it opened and both frame and perspex were lost.							
10	K-21	substantial	22/11/15, 13:00	Burn GC	55	none/none	472
Heavy landing. The P2 ballooned the round out, the P1 allowed the student to continue although the airspeed decayed and the subsequent landing damaged the undercarriage.							
12	Astir	substantial	18/12/15, 14:05	Yorkshire GC	78	none	916
At the start of an aerotow launch, the glider wing touched the ground before the pilot could release. The wingtip caught in some long grass and, after releasing, the glider groundlooped through 180°. Substantial damage reported, although at the time of the report the glider was awaiting further inspection.							
13	Grob 109	minor	01/01/16, 15:15	Rattlesden GC	62	none/none	2284
Minor damage to propeller tip. As the aircraft slowed at the end of the landing, the pilot's rudder input could not prevent the tailwheel centering lock from disengaging, allowing the tailwheel to castor. The TMG started to turn into wind and, despite using the wheelbrake, the pilot was unable to prevent the aircraft from rolling at low speed off the runway into a ploughed field. The deceleration caused the tailwheel to rise slightly, allowing the propeller tip to strike the ground.							
18	Supermunk	minor	07/02/16, 11:40	Portsmouth Naval GC	59	none	842
Prop strike. As the tug taxied off the runway it ran into a soft grass area and, as the pilot increased power to keep the tug moving, it tipped forward. As well as propeller damage the engine was shock loaded.							
19	DG-600	minor	03/10/15, 13:40	Chilterns GC	-	none	2300
Field landing after the engine failed to start. The glider landed with the engine still deployed.							
20	Grob 102	substantial	11/02/16, 12:45	Norfolk GC	62	none	5
Hard landing damaged undercarriage and fuselage. The early solo pilot rounded out too high and the glider stalled at about 10ft agl before landing heavily. The pilot reports being distracted by the low sun. The landing damaged parts of the undercarriage structure, the undercarriage collapsed and the underside of the fuselage was damaged as it slid for some yards after landing.							
21	K-21	substantial	14/02/16, 12:35	Cambridge GC	-	none	not reported
Tow rope and rings hit glider. The tug landed long on the runway, overflying several gliders, one of which was struck by the trailing rope and rings which sawed through an aileron and damaged the top and leading edge of the wing.							
22	JS1	substantial	14/02/16, 13:00	Herefordshire GC	46	none	3000+
Glider stalled and crashed onto ridge. The pilot was flying cross-country and returned to a ridge that had provided lift earlier. Flying close to the slope below the crest of the ridge, over an intermediate plateau, the lower part of the ridge was a short distance upwind when the glider stalled and sank onto the plateau. After the event, the pilot noticed that there was no wind on the plateau except for the occasional gust opposite to the prevailing wind. The pilot suggests that rotor from the lower ridge provided an area of wind shadow and sinking air over the plateau and affected the lift next to the upper slope.							
23	K-21	minor	07/02/16, 13:00	Burn GC	24	none/none	not reported
Heavy landing burst tailwheel tyre. The pilot began to raise the nose on approach so the instructor prompted the P2 to maintain the approach speed. When he realised that the P2 was continuing to maintain airspeed rather than round out, the P1 took over, too late to prevent a heavy landing.							
24	ASW 20	minor	05/03/16, 15:10	Portsmouth Naval GC	29	none	240
Field landing accident damaged fuselage and fin. While on right base the pilot changed fields and chose to land downwind, but uphill into another field. The pilot did not adequately compensate for the tailwind on approach, landed long and bounced before a heavy landing ended just short of a fence.							

BGA accident/incident summaries *continued*

AIRCRAFT

Ref	Type	Damage	Date, time	Place	PILOT Age	Injury	P1 hours
25	DG-1000	substantial	22/03/15, 13:00	Santa Cilia, Spain	67	none/none	not reported

Undercarriage collapsed on landing. Investigation revealed that part of the operating system had failed, allowing the wheel to retract although the cockpit handle remained in the down position.

27	Duo Discus	substantial	24/04/16, 15:30	Santa Cilia, Spain	60	none/none	1016
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Wheel-up landing by visiting aircraft. The P2 was handling pilot, the instructor P1 was coaching on, among other things, circuit planning in high performance gliders. This coaching continued through the circuit. Neither pilot performed pre-landing checks before landing on the tarmac runway.

Incidents

3	C42 Ikarus	-	09/10/15, pm	-	-	-	-
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Visiting powered aircraft landed in the opposite direction to gliding operations, narrowly missing a falling cable. On departure, the pilot taxied into a dip in the airfield, unseen from the launchpoint and was overflown by an aerotow combination. The CFI's report highlights the lack of direct communication with the duty instructor, the pilot instead relying on the radio to announce his intentions.

5	K-21	none	09/10/15, 17:10	-	-	serious	-
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While the glider was being pivoted around the mainwheel, a wingtip struck a club member, knocking her to the ground, breaking her leg during the fall.

6	Alliance	none	23/10/15, 13:15	-	-	-	-
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Aerotow hook release cable snapped adjacent to the ferrule at the hook end, the winch part of the release cable was still intact. The previous flight had started with a rough aerotow into wave conditions.

9	K-21	minor	01/10/15, -	-	-	-	-
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Stationary glider caught and damaged by winch cable. The trial flight pilot and instructor had landed to one side of two previously landed gliders and were out of the K-21 removing their parachutes when the instructor noticed a winch cable under the glider was moving. Instructor and pilot threw themselves to the ground to avoid being hit by the K-21 wing as the glider was snagged by the cable and pulled some 30m, rotating through 180°. Due to a rise in the ground at the winch end of the airfield, the winch was not visible from the launchpoint, the landed glider was not visible from the winch. Taking off to the east, the launchpoint had been set up at the south west corner of the airfield, gliders were landing north of the launchpoint and the winch had been set up towards the north east corner. The glider fuselage and tailplane were scored by the moving cable.

11	Capstan	not reported	08/12/15, 13:00	-	-	-	-
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Parked glider damaged by tow vehicle. No further details given.

14	ASH 25	minor	13/01/16, 14:30	-	-	-	-
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While being pushed back to the hangar the tug's wingtip clipped the trailing edge of the ASH rudder, causing an approx 5-10cm break.

15	T-61/Grob Acro	-	13/01/16, 14:00	-	-	-	-
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The T-61, being used for NPPL training, flew a wider, higher power circuit and lost sight of the glider. The glider pilot adjusted her circuit to avoid the TMG.

16	Puchacz	-	23/01/16, 14:00	-	-	-	-
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Lost aerotow rope. During the tow a large bow developed in the rope and when the rope came tight again the weak link broke. The P1 pulled the release, dropping the rope. The club intend to remind members that pulling the release just before the rope becomes tight is preferable to breaking a weak link.

17	Duo Discus	-	10/01/16, 12:10	-	-	-	-
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After opening the canopy to help de-mist it, the canopy was closed again and both pilots checked that it resisted upward pressure. However, the canopy started to open during take-off before the P1 caught it and locked it, confirming visually that the locking pin was now engaged.

26	Junior	minor	23/03/16, 14:00	-	-	-	-
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While being pushed/pulled to the launchpoint, the canopy came off the front hinge, dug into the ground and twisted, putting a large crack in the perspex.

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