

BGA accident/incident summaries

AIRCRAFT

Ref	Type	Damage	Date, time	Place	Age	PILOT Injury	P1 hours
29	K-21	substantial	02/04/16, 15:55	Southdown GC	35	none	5
<p>Glider crashed while turning following an aborted aerotow. The pilot struggled to maintain a safe vertical position during the take-off, the airbrakes came open and the pilot shut them before releasing the rope at an estimated 100ft agl. Judging this to be too high to land ahead, the pilot started a turn during which the wingtip caught on the ground. The ensuing groundloop snapped the fuselage aft of the wing. The pilot had done his training using the winch at a different club; the safety officer's report suggests more emphasis on dealing with low aerotow launch failures for pilots new to the club.</p>							
30	K-13	minor	03/04/16, 12:15	Bidford GC	65/61	none/none	600+
<p>Weld failure meant that the airbrakes could not be locked shut. The glider had just done two dives to V_{NE} to check that the brakes remained closed at V_{NE}; it was only after operating the brakes at lower speeds that the pilots were unable to lock the brakes shut.</p>							
31	Dimona	destroyed	05/04/16, 15:00	South Wales GC	64/17	serious/serious	2296
<p>TMG crashed in field during field landing training. After the student made a successful simulated approach into a field the instructor took control and opened the throttle to climb away, but the Limbach engine did not respond. Too low to clear trees and power lines at the end of the field, the instructor started a turn. The wingtip caught on the ground during the turn and the subsequent crash broke one pilot's collarbone and the other pilot fractured a vertebra. The undercarriage of the TMG broke off and the fuselage snapped.</p>							
32	K-7	substantial	06/04/16, 13:25	Midland GC	66/32	minor/none	1785
<p>Visiting glider blown over after failed bungee launch. The wingtip holder reported difficulty holding the wings level in the 40kt wind and had to let go just as the glider started to move forward to launch. The left wing fell to the ground, yawing the glider through 90° leaving the right wing pointing into wind. After about 20 seconds, the wind blew the glider over, damaging the fin, canopy, fuselage and wingtip.</p>							
35	K-13	minor	08/04/16, 14:00	York GC	42/-	none/none	66
<p>Heavy landing after an aborted aerotow. After a partial power failure below 100ft, the tug pilot released the glider and the tug climbed away into an abbreviated circuit. The glider pilot thought that the tug would land ahead and so turned to land on a cross runway, opening the airbrakes as he did so. During the turn he noticed that the airspeed was low; witnesses report the wing dropping and contacting the ground before the glider landed heavily on the mainwheel and nose skid.</p>							
37	K-23	destroyed	14/04/16, 17:05	La Cerdanya, Spain	49	serious	-
<p>Glider crashed on mountain. The injured pilot called the club CFI (who had already left the expedition and was seven hours drive away) and the CFI contacted the local club to arrange rescue. Fortunately, local pilots had seen the wreckage and help was already on its way. Analysis of the FLARM trace suggests that, after releasing from tow, the pilot flew the glider over a flat area behind the ridge and was unable to glide back over the crest. The pilot suffered a broken pelvis, leg and elbow in the crash.</p>							
39	Ventus	substantial	17/04/16, 13:30	Burn GC	51	none	115
<p>Wheel-up landing. Just as he was about to round out, the pilot realised that the wheel was still up, swapped hands on the controls and tried to lower the undercarriage. Engineering examination suggests that the pilot was able to lower the wheel, but not lock it, before making a heavy landing, bouncing into the air and eventually landing on the grass beside the runway. The wheel housing, a wheel strut and the fuselage were damaged. The pilot had been attempting to thermal away from a neighbouring airfield before giving up his attempts halfway along the downwind leg and omitted his usual pre-landing checks. It was only after the final landing that the pilot heard the undercarriage warning buzzer.</p>							
48	Junior	substantial	24/04/16, 15:30	Cambridge GC	38	none	1
<p>Heavy landing after ballooned roundout. As the glider ballooned, the pilot closed the airbrakes and then lowered the nose before landing heavily, bouncing and groundlooping. Suspected fuselage delamination at the impact area under the nose.</p>							
49	LS4	substantial	25/04/16, 15:00	Bicester GC	44	none	700+
<p>Field landing groundloop broke fuselage, tailplane and canopy. On final glide at 70kts into a 15kt wind, the pilot assessed that 1,500ft aal with 13km to go and 950ft aal with 7km to run was high enough to allow for a straight in approach to land on the airfield. At 300ft aal, 2km from the airfield, the pilot flew through strong sink and made a hurried approach into a field bordering the club. The pilot was unable to level the wings before landing, one wingtip touched the ground and the glider groundlooped.</p>							
51	Ventus	minor	13/04/16, 14:00	Llewenni Parc	66	none	700+
<p>Wheel-up landing onto tarmac runway. The visiting pilot returned after a cross-country flight at 2,300ft QFE and radio'ed that he would be landing soon. A TMG replied that they were doing circuit training. The glider pilot advised that he would keep them informed and opened the airbrakes and spiralled down to lose height quickly. In doing so he omitted his usual pre-landing checks and forgot to lower the undercarriage.</p>							

Incidents

28	Marianne	minor	31/03/16, 12:00	-	-	minor	-
<p>After breaking the cable for the second time during the winch launch ground run, the glider was pushed forward onto more solid ground. The broken cable was attached to the tow car to tow it to the winch for repair and a radio call was made to the launch point to check that it was safe to pull the cable in. This message was not passed on to others at the launch point and when the cable was towed the parachute hit a club member standing behind the glider, knocking him onto the glider's wing. The club member was bruised and the wing trailing edge was damaged.</p>							

BGA accident/incident summaries *continued*

AIRCRAFT					PILOT		
Ref	Type	Damage	Date, time	Place	Age	Injury	P1 hours
33	K-13	none	02/04/16, pm	-	-	minor	-
Pilot hit by wing leading edge just above an eye, causing a large lump and leading to two black eyes. The glider had been hooked up to a retrieve buggy and the driver moved off before the pilot was ready.							
34	ASH 25	minor	08/04/16, 18:00	-	-	-	-
Wingtip clipped parked van while being towed behind a car.							
36	Puchacz	none	27/02/16	-	-	-	-
Front cockpit cable release handle detached from cable. Investigation revealed previous undocumented replacement of that part of the release cable using inadequately sized cable and a poor technique fastening the handle retaining nipple to the end of the cable. See also incident no 42							
38	PA 18	minor	16/04/16, 14:00	-	-	-	-
Prop strike while taxiing after an aborted aerotow.							
40	Junior	none	18/04/16, 20:30	-	-	-	-
When the pilot adjusted the trim for his circuit speed the trim button separated from the mechanism and hit the canopy before lodging in the airbrake lever slot, leaving the airbrakes unusable. The trim lever spring was later found at the base of the control stick. The pilot reported limited aileron control and was unable to prevent a ground loop after an otherwise safe landing.							
41	K-21	none	20/04/16	-	-	-	-
Glider wingtip brushed top of boundary trees on approach at the end of an introductory flight.							
42	Puchacz	none	28/02/16	-	-	-	-
Front cockpit cable release handle detached from cable. Investigation revealed previous undocumented replacement of that part of the release cable using inadequately sized cable and a poor technique fastening the handle retaining nipple to the end of the cable. This was a different incident to a different aircraft at the same club as incident no 36.							
43	Ventus	none	20/04/16, 14:30	-	-	-	-
Glider groundlooped on landing.							
44	ASW 19	substantial	10/04/16, 12:30	-	-	-	-
Vehicle reversed into the rudder of a parked glider. A cracked door mirror presented the driver with an inadequate view behind the vehicle.							
45	T-61	minor	13/04/16, 12:15	-	-	-	-
A member of the TMG syndicate helped the aircraft start moving on soft ground by pushing on the wing. As the TMG moved, the helper was hit by the tailplane, causing slight damage to a leading edge bracket.							
46	SF 25C	substantial	21/04/16, 17:10	-	-	-	-
While packing the hangar, club members noticed a burning smell and saw smoke coming from a nearby TMG t-hangar. After opening the t-hangar, a water/foam fire extinguisher put out an engine fire. The TMG had flown four flights, its last landing nearly three hours earlier, before taxiing 300m to its hangar, being cleaned and put away.							
47	K-21	none	23/04/16, 15:30	-	-	-	-
Glider became high on aerotow and the tug pilot released the rope at about 1,200ft as the tug's tail was being lifted. The glider pilot was pointing out landmarks to the introductory flight passenger and had taken his eye off the tug. After looking forward again the pilot could not see the tug so pulled the release, dropping the rope over the countryside.							
50	Puchacz	none	09/04/16, 17:00	-	-	-	-
Glider exceeded V _{NE} during an aerobatic flight. The handling P2 was an experienced power pilot, who had not flown gliders for "some time". The report notes that the ASIs in the glider had never had colour coded speed bands; the club intends to have the ASIs modified.							
52	Astir	none	22/04/16	-	-	-	-
During the DI it was discovered that both the rear locking collars securing the wing pins were unlocked. The glider had flown 11 flights over three days since being rigged before this misrigging was discovered.							

In an S&G survey, you told us that you would like to see more in-depth coverage of accidents and incidents. Edward Lockhart is now providing a little extra detail, where available, in the listings on these pages. We would also like to publish (anonymously) your stories of particular flights that have taught you a valuable flying lesson. Please send details to editor@sailplaneandgliding.co.uk or by post to the address on p3.