

BGA accident/incident summaries

AIRCRAFT

Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
50	LS7	substantial	12/04/17, 15:50	minor	not reported
Hit tree on approach to a field landing. The pilot had been ridge soaring for a few hours when a shower developed between his position and the airfield. The pilot tried to soar at one end of the ridge, but the spreading shower affected ridge lift and the pilot chose to land in a field. The glider was engulfed in rain at the start of final approach, reducing visibility and increasing the sink rate. The port wing hit a tree, yawing the glider, but the pilot was able to recover before landing heavily in an uncut silage field. The port wing had a 5cm split in the leading edge and an undercarriage door was torn off.					
58	Ventus	minor	23/04/17, 12:15	none	302
Landing groundloop. The pilot was turning on approach and was still not wings level while rounding out. One wingtip caught the ground inducing the groundloop, which left marks on the wingtip, under the nose and on the fin.					
59	K-6	substantial	25/04/17, 10:30	serious	553
Field landing overshoot into fence. The pilot set off intending to use a mix of ridge and thermal lift to fly cross-country. After getting low, the pilot picked a field at the bottom of the ridge and flew a circuit. He turned a couple of times in a weak thermal, but was unable to gain height so lined up on final approach. The glider was now too close to the field, the glider floated down the field despite full airbrake; the pilot closed the airbrakes and tried to balloon over a fence, but the glider flew into the mesh and barbed wire fence. He managed to duck under the top barbed wire strand, but received cuts requiring hospital treatment. The glider canopy and fuselage were broken. The pilot had landed downwind.					
63	Duo Discus	minor	19/04/17, 16:40	none/none	1400
Field landing groundloop in Pyrenees. The turbo failed to start and neither pilot was able to identify a nearby gravel microlight strip so the P1 set up an approach into a grass field. The long grass hid a rough surface and after catching a wingtip the glider groundlooped, removing the wingtip wheel from both wingtips.					
64	LAK 19	minor	23/04/17, 15:30	none	not reported
Undercarriage collapsed during landing ground run, damaging the doors and underside paint. The pilot had locked the wheel down during his pre-landing checks and later visually checked the lever in the circuit. The report suggests that the uneven landing area may have shaken the lever out of the locking detent.					
65	K-13	minor	29/04/17, 17:05	none	16
Groundloop during landing. The pilot set up an approach intending to overfly a previously landed glider and land long in the narrow landing area, but, after using too much airbrake, elected to land short and slightly to the left. The inexperienced pilot had not considered the option of landing in the vacant take-off area. After landing, a wingtip caught in long grass bordering the airfield and the groundloop damaged the port wing and the main and tail skid. The pilot's report mentions lack of currency, as well as tiredness after being at the airfield since early morning.					
66	Grob 102	minor	06/05/17, 11:20	none	5
Heavy landing left a crack in a cast aluminium bulkhead. During the pilot's second aerotow on type, the lightly-loaded glider hit a bump and became airborne prematurely. The pilot tried to fly the glider back onto the ground, but it bounced even further into the air and the pilot released. The pilot lowered the nose, but a PIO developed and the glider landed heavily a few times before the pilot regained control. The pilot had flown a check flight the day before, but had not had a check flight or briefing before the accident flight.					
67	Vega	minor	05/05/17, 15:35	none	247
Wheel-up landing damaged the underside of the glider. The pilot omitted his pre-landing checks.					
71	Junior	minor	07/07/17, 12:30	none	10
PIO during landing ended with the nose striking the tarmac runway. The pilot closed the airbrakes on approach, but was unable to control the glider while rounding out with no airbrake.					
76	PIK 20	minor	05/05/17, 16:30	none	not reported
Damage to propeller tips and fuselage. After opening the throttle to launch, the pilot heard an unusual noise immediately behind him. After aborting the launch the pilot discovered that the engine stabilizing cable had parted at the turnbuckle allowing the engine to come forward and the propeller to strike the fuselage.					
77	DG-200	substantial	14/05/17, 12:50	none	49
Field landing. The pilot had been briefed to stay high before setting off for his Silver distance attempt. After climbing to 2,200ft agl he set off for a cloud, but found only rain. His navigation software, with a safety margin set to 1,200ft, told him he was already out of glide range of the airfield so the pilot picked some landable fields. Rejecting the first due to pylons, he encountered sink while flying to the second and elected to land downwind. The left wing caught in the soft ground at a relatively high ground speed, groundlooping the glider. The left wing, aileron, flap and fuselage were damaged.					

BGA accident/incident summaries *continued*

AIRCRAFT

Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
78	Junior	substantial	20/05/17, 13:45	none	180

Heavy landing into field adjacent to the airfield. The pilot started soaring after releasing from the winch, but early in the flight the rudder pedals became unlocked and slid to full extension. The pilot had difficulty controlling the glider while trying to adjust the pedals so elected to return to the airfield. The glider had drifted downwind and strong sink meant that the pilot was unable to reach the airfield so the pilot set up a landing in a small field, fortunately scraping over some unseen power lines before landing heavily. The fuselage and canopy were cracked, there was also structural damage to the tailplane.

Incidents

49	Twin Astir	none	06/04/17, pm	-	-
Wheel-up landing. The P1 was distracted and neglected to lower the undercarriage.					
51	Junior	none	15/04/17	-	-
At the start of the winch launch, the glider yawed to the right. The left wing began to drop so the pilot released, but the yaw continued into a groundloop.					
52	ASW 20	minor	15/04/17, 16:00	-	-
After de-rigging the glider into a new trailer, one of the owners lowered the lid. A corner of a flap caught on the internal framework of the trailer, breaking a 5cm triangle off the flap.					
53	DG-500	none	18/04/17, 13:00	-	-
While boxing the wake on aerotow, a bow developed in the tow rope. The P2 flew back behind the tug and raised the nose to take out the slack, but as the rope came tight the weak links broke at the tug end. The rope came back to the glider, striking the canopy before falling over the wing. The glider landed with the rope still attached to the nose hook.					
54	K-21	none	20/04/17, 12:40	-	-
Winch cable hang-up. Despite the pilot pulling the release twice at the top of the launch, the glider remained attached and overflew the winch before being pulled into an accelerating dive. The pilot continued to pull the release and raise the nose, but the glider continued to accelerate until the pilot opened the airbrakes and started to turn, after which the glider pulled out of the dive and the pilot was able to fly a circuit and land. The glider had previously had issues with the winch hook, but the hook had been replaced with no subsequent problems reported. The winch driver reported that he did not have time to cut the cable. After the weak link broke, the rings and shock rope fell into a crop field and the club were unable to recover them. This glider had a nose hook from a different manufacturer fitted and the rings compatible with the nose hook were known to jam in the Tost winch hook.					
55	DG-800	-	11/04/17, 11:40	-	3000
Airspace infringement. The experienced pilot was familiar with the area and, while climbing in wave, trusted that the lack of airspace warning from his navigation device indicated that he was just to one side of the Class A airspace. After switching on a second device he realised that he was in fact inside the airway and quickly descended. After landing he checked the primary device and realised that after updating the software he had not activated the airspace file.					
56	Grob 109	none	09/04/17, 15:00	-	2650
Field landing following engine failure. The engine started running roughly with a loss of power and throttle response so the P1 took control and set up a field landing. The oil pressure dropped to zero on final approach and oil streaks were seen on the fuselage after landing.					
57	LAK 12	none	15/04/17, 13:20	-	-
Winch launch wing drop. The glider yawed about 40° around the wingtip with the main wheel in the air before, fortunately, the wingtip left the ground and the pilot was able to continue the launch. The report mentions a strong crosswind.					
60	K-13	substantial	29/04/17, 15:00	-	-
After a simulated winch launch failure, the retrieve winch cable drifted further across the airfield than usual. As the glider was towed back to the launchpoint, it was inadvertently towed over the retrieve cable into the bow of the main cable and retrieve cable. When the retrieve winch driver started to retrieve the cable, the parachute was pulled into the glider, damaging the airframe and putting a hole in the fuselage.					
61	Pawnee	none	26/03/17, 14:10	-	-
Soon after take-off, the pilot noticed a restriction in rudder movement. After an otherwise normal tow and landing, an inspection revealed that a tailwheel spring retaining bolt had sheared and the spring was now restricting rudder movement. The bolt had cracked due to corrosion.					
62	Grob Acro	substantial	27/04/17	-	-
During a daily inspection some external gel coat cracking and internal delamination was found around the main wheel. No hard landings had been reported after any of the 44 instructional flights flown in the two weeks the glider had been back from its annual inspection.					

Continued on p68

BGA accident/incident summaries *continued*

AIRCRAFT		Damage	Date, time	PILOT Injury	P1 hours
Ref	Type				
68	ASW 19	minor	10/04/17, 19:00	-	-
While de-rigging the glider in a moderate crosswind, the wingtip holder was unable to keep the wing vertical as the root was being put onto the trailer dolly. The wing blew over and the trailing edge root corner fell onto the underside of the other wing, puncturing the skin. The wing root holder was in charge of the de-rigging, the two helpers were relatively new to gliding and inexperienced at de-rigging.					
69	DG-1000	none	01/05/17	-	350
Wheel-up landing.					
70	Astir	none	07/05/17, 15:00	-	3
First flight on type. The pilot had been briefed that the airbrakes were powerful and to avoid using full airbrake. On approach, the pilot reduced his airbrake setting and then lowered the nose to bring the glider down. This high energy, low drag approach meant that the glider floated down the airfield, so the pilot closed the airbrakes, converted speed to height and made a low and slow turn to land downwind.					
72	DG-1000	none	10/05/17, 11:00	-	521
Main wheel retracted during landing. The pilot was subsequently reminded of the procedure for ensuring that the main wheel is securely locked down.					
73	Discus	none	10/05/17, 14:40	-	19
Wheel-up landing. The pilot had flown a non-standard circuit and did not complete his pre-landing checks.					
74	LS3	none	14/05/17, 14:35	-	155
During an aerotow take-off into a strong and gusting wind, the pilot lowered the first stage of flap. Instead of the usual gentle take-off, the belly hook only glider climbed rapidly. The pilot released and landed in an overshoot field.					
75	Cirrus	none	29/04/17	-	150
Groundloop during aerotow launch. The glider dropped a wing on take-off, the pilot reached for the release, but pulled the rudder adjustment cable by mistake. The glider veered off the runway before releasing.					

During BGA Club Safety Officer seminars it was proposed that, to further encourage reporting, it would be a good idea to remove site names from summaries. This has been reflected in the summaries on these pages. Edward Lockhart continues to provide a little extra detail, where available, in these listings. 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.



SAILPLANE & GLIDING

Six issues for the price of three!

Subscribe to *S&G* today by Direct Debit and you will receive six copies of *S&G* for the price of three - that's just £12.88 for the first year of your DD subscription. Subscribing to *S&G* costs just £25.75 for one year (six issues) for UK-based pilots. THAT'S LESS THAN THE COST OF A SINGLE AEROTOW!

www.sailplaneandgliding.co.uk

Photo: Alastair Mackenzie