

# BGA accident/incident summaries

AIRCRAFT				PILOT	
Ref	Type	Damage	Date, time	Injury	P1 hours
23	Pegase	substantial	24/02/17, 13:05	none	389
Field landing. After releasing from the aerotow the pilot made out-and-return beats along a nearby ridge. Returning to the airfield after the return beat, the pilot realised that he did not have enough height to reach the airfield so set up an uphill landing into a small field. While rounding out he noticed a wire fence across his path and was able to pull up to fly over it, but the glider then stalled onto uphill slope, damaging the fuselage under the cockpit.					
25	K-8	minor	21/02/17, 13:15	minor	120
Field landing. The pilot was aerotowed to 3,500ft ato between two wave bars slightly upwind of the airfield. After releasing, the pilot realised the gaps were closing and chose to descend through the nearest gap which was overhead the airfield. By the time the glider had descended below the 1,000ft ato cloudbase it was too far downwind to be able to return to the airfield. The pilot headed into wind, selecting landing fields. He chose to land in the third field, but the crosswind approach was in the lee of some trees and the glider landed heavily onto the soft, ploughed surface before tipping forward, denting the nose cone. The pilot fractured a vertebrae.					
28	DG-400	substantial	20/03/17, 15:05	none	929
Crashed onto moorland. The pilot had climbed to 3,000ft asl over a ridge on the east side of the Pennines before heading west to the next (1,400ft asl) ridge about 6nm upwind. Heading into the 20kt+ wind, the pilot encountered severe rotor and sink in the lee of the upwind ridge. He extracted the engine, but then abandoned an engine start due to the turbulence and chose to land straight ahead into a large field. At about 150ft agl the turbulence caused a wing to drop and the pilot was unable to completely level the wings before the glider impacted the ground. The fuselage was broken in two places, a wing was damaged and the canopy broken.					
29	Junior	minor	25/03/17, 16:20	none	4
PIO on landing. The pilot made a slightly fast approach in light wind conditions, using very little airbrake. Despite a smooth initial touchdown the glider bounced into the air. After the second bounce the pilot used more airbrake and the glider landed heavily, scraping the nose on the ground. There was some delamination under the cockpit.					
30	K-21	minor	26/03/17, 16:30	none/none	not reported
Heavy landing. This was the pilot's second flight in a glass glider and after touching down a little fast the glider bounced. The P2 put the airbrakes away and the glider continued to rise. The glider then descended and landed heavily on the mainwheel and bounced again. The P1 took control and the glider landed heavily on the tailwheel and then mainwheel. The tailwheel burst and damaged the wheel rim.					
36	ASW 27	substantial	02/04/17, 15:00	none	1100
Field landing accident. Over a valley in a mountainous area, the pilot set up a circuit into one of the few suitable fields. Finding himself high on approach into the light wind, the pilot elected to close the airbrakes and circle to the right, still with landing flap selected. On completing the circle, the pilot believes the airspeed was below his approach speed and the glider impacted just inside the field before groundlooping, breaking the tailboom and damaging a wing and the tailplane.					
37	Puchacz	substantial	05/04/17, 17:15	none/none	1,000+
Heavy landing damaged the undercarriage. On his previous two flights, the P2 had rounded out too high and allowed the speed to decay, requiring the P1 to take control to complete a safe landing. On this third flight the P2's roundout was too late/insufficient and the glider was flown firmly onto the ground.					
38	DG-1000	substantial	13/03/17, 15:20	none/none	5516
Wheel retracted on landing. The handling P1 confirmed that the undercarriage lever was in the down and locked position before landing and it was still there after the landing. A drive bracket in the undercarriage mechanism had failed.					
41	SZD 55	destroyed	08/04/17, pm	fatal	--
AAIB investigation.					
44	Twin Astir	minor	13/04/17, 12:30	none/none	606
Undercarriage collapsed towards the end of the landing ground run. On the first flight the wheel was retracted and then lowered for landing. On the second and this, the third flight, the wheel was left down. The P2 visually confirmed that the lever was in the down position as part of the pre-landing checks, but neither pilot manually checked the lever. A subsequent engineering examination found no fault in the mechanism.					

## Incidents

19	LS 4	-	21/01/17, 15:40	-	-1500
Pilot walked in front of glider on approach. The pilot was carrying a parachute, batteries and other kit back to the clubhouse from the launchpoint and had scanned the approach before crossing the landing area, but did not continue scanning while crossing. He heard the glider approaching and was able to throw himself to the ground as the glider missed him by a few feet. The glider pilot was landing at the end of a soaring flight and flew into cloud shadow during the downwind leg and suggests that his eyesight may not have adjusted from being in bright sunlight. He also reports that he did not adjust the seat back in the club glider and may have been sitting too low to give a good view over the nose.					

## BGA accident/incident summaries *continued*

AIRCRAFT Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
20	Mosquito	-	05/02/17, 12:15	-	-
Glider unable to release from aerotow. While returning to the airfield and descending, a bow developed in the rope and shortly afterwards the pilot was able to release. The release had only performed half of the manufacturer's recommended release cycles, but some wear was found on the hook face so the release was replaced.					
21	Discus	-	16/02/17, 16:30	-	-
Battery came loose during flight. The pilot who did the DI reports putting both securing bungees over the battery, the pilot who put the glider away reported only finding one battery in the compartment. The second battery was later found dangling within the rear fuselage attached to the battery cable.					
22	Apis	substantial	08/02/17, 13:00	minor	-
Glider fuselage came off belly dolly during engine ground run. After performing some maintenance, the owner decided to start the engine to see if it would now work. He reports that they had run the engine with the fuselage in the belly dolly on previous occasions without incident and that he had seen the previous owners do a full power engine run with the fuselage in the dolly so he felt that it would be safe to start the engine at low revs. After several unsuccessful attempts to start the engine the owner pressed the start button one last time, the engine started, but at much higher revs than expected. The tail lifted, the fuselage then moved forward and tipped over. The owner was struck on the back by the propeller and then trapped under the fuselage, but was able to turn the engine off. He suffered severe bruising and some cuts to his back. The glider propeller, canopy, tailplane and probably the engine were damaged.					
24	K-21	-	04/02/17, 15:00	-	1173
Loose ballast weight found in front cockpit during aerobatic flight. The report suggests that the 1kg weight (comprising part of an up to 5kg ballast stack) had been left behind when the other weights and securing bolt were removed. The disabled pilot modification with its extended seat pan would have hidden the weight from a visual scan of the mounting area.					
26	K-8	-	11/03/17, 11:35	-	123
Aileron control obstruction. The glider entered cloud at about 800ft agl during the winch launch. The pilot released, lowered the nose and opened the airbrakes after which he heard a loud bang from behind him. Once clear of cloud, the pilot tested the controls and was unable to apply any right aileron. The pilot flew a cautious left hand circuit using the rudder to level the wings on final approach. After landing, it was found that the battery had not been secured in the battery holder and had fallen onto the floor of the fuselage next to the aileron control rod.					
27	ASH 25	none	15/03/17, 16:15	-	-
The pilot flying in the front seat intended to close the air vent, but instead operated the canopy jettison. He held on to the canopy until the glider landed.					
31	Puchacz	-	28/03/17, 13:00	-	-
Weak links broke at the tug end of the rope at 1,500ft agl during a turbulent, wave rotor affected aerotow. The glider P1, also an experienced winch launch pilot, automatically pulled the glider release as part of his launch failure recovery actions and the rope was lost onto farmland.					
32	Stemme	minor	30/03/17, 15:45	-	-
Car driving round the airfield taxiway struck the wingtip of the parked Stemme, damaging the wing and aileron.					
33	Grob Acro	destroyed	30/03/17, 10:45	-	-
Glider destroyed by fire. Due to the strong wind, the airbrakes were deployed while the glider was being towed behind a car to the launchpoint. Despite checking that the wheelbrake was not also engaged, the tow driver smelt smoke and saw flames coming from the wheelbox. Club members were unable to put out the fire using fire extinguishers and by the time the fire brigade arrived the fire had engulfed the fuselage and spread to the wings.					
34	DR 400	none	01/04/17, -	minor	-
Engine started despite the ignition being turned off. The tow pilot was having trouble starting the tug engine and another experienced club member offered to pull the propeller through a few compressions to clear any over-priming. The ignition was switched off and the key removed, but after pulling through a few blades the engine fired and the propeller struck the member's hand, causing some bleeding. Subsequent power checks revealed one magneto was always live.					
35	Nimbus 2	substantial	02/04/17, 12:30	-	-
New member towing out his 20m-wingspan glider for the first time at the club was unsure of the correct route to the launchpoint. While assessing the options the pilot allowed the tow car to get too close to the airfield perimeter, a wingtip caught in a hedge, breaking the towbar and swinging the other wing round until it hit the tow car, damaging the outer wing panel and both ailerons.					
39	LS7	minor	07/04/17, 15:00	-	-
Minor damage to rudder trailing edge. The pilot reversed the tow car into the rudder while preparing to tow to the launchpoint.					

**continued overleaf**

## BGA accident/incident summaries *continued*

### AIRCRAFT

Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
40	K-13	-	08/04/17, 16:05	-	-
While moving the glider in the launch queue a loud 'clunk' was heard, a field investigation appeared to find a crack in a tailplane mounting bracket. An engineering investigation, including several dye penetrant and other tests, could not find a crack so both brackets were refitted.					
42	not reported	minor	09/04/17, 15:45	-	-
Aerotow rope struck a parked glider, damaging the trailing edge and wing underside. The tug pilot intended to overfly the launchpoint and land long for fuel, but omitted to look in the mirror to check that the aerotow rope had been retracted. A recently landed glider had blocked the normal landing area that would have enabled the tug to avoid overflying the launch queues.					
43	DG-500	none	06/04/17, 16:30	-	2,500
Wheel up landing onto grass. The pilot had climbed away from the circuit a couple of times, raising the undercarriage as he did so. On his final circuit the pilot thought that the undercarriage was down and neglected to lower the wheel.					
45	K-21	-	10/10/16, am	-	-
46	K-21	-	26/03/17, 14:00	-	-
Club reports two separate incidents of parachute strap ends becoming caught in the seat pan, preventing the pilot from getting out. The folded and stitched ends of the straps had fallen into slots in the seat pan through which the harness straps were secured to the glider.					
47	LS7	none	26/03/17, 14:00	none	-
Airbrakes came open during a winch launch and stayed out for most of the launch. After a short soaring flight the pilot then landed with the wheel up onto the grass landing area.					
48	K-21	substantial	05/04/17, 10:20	-	-
Aerotow rope struck glider in launch queue. The club has a marked edge to the tug approach and landing area, but the glider launch queue had been set up too close to the edge; the raised wing of the damaged glider encroached into the tug strip by about 2m. The tug pilot was also mindful of gliders coming from the hangar the other side of the tug approach area and thought that he had left sufficient clearance from the parked gliders. The rope cut through the glider's port aileron and dented the underside of the wing.					

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](mailto:editor@sailplaneandgliding.co.uk) or by post to the address on p3.

### MARKETING OFFICER

The British Gliding Association is looking for the right person to coordinate and develop our marketing activity with a key aim of increasing participation in gliding.

This is a flexible, 20 hours per week, home based opportunity. Occasional weekend involvement will be required. Key responsibilities include;

- Coordinate BGA marketing and social media campaigns, including engagement with BGA member clubs
- Create dynamic, fresh, online content and other promotional resources that encourage engagement and increase audience presence on BGA websites and social media
- Identify trends in social media usage to drive engagement and growth
- Maintain a consistent corporate identity in all areas of marketing and promotional activity
- Provide clearly defined messages to several audiences and stakeholders

The right person ideally has relevant marketing and social media experience, is engaging and self-driven, has knowledge of the sport of gliding, and holds a full driving licence.

We offer a pro-rata salary of up to £25,000 depending on experience.

Please submit an application including CV in confidence to Pete Stratten, BGA, 8 Merus Court, Meridian Business Park, Leicester, LE19 1RJ. Closing date 30th November 2017

