

BGA accident/incident summaries

AIRCRAFT				PILOT	
Ref	Type	Damage	Date, time	Injury	P1 hours
111	DR 100	substantial	29/06/17, 14:45	-	not reported
Propeller struck the towbar. The pilot did not hear the propeller hit the towbar, taxied and flew an aerotow; a reduction in power due to the propeller damage was only noticed before the second aerotow. The pilot had taken the towbar off after pulling the tug out of the hangar. A second pilot had re-attached the towbar to move the tug off the apron and when the pilot came back to the tug he did not notice that the towbar had been left attached to the nosewheel.					
114	Std Cirrus	minor	02/07/17, 18:50	none	321
Field landing groundloop. After nearly eight hours flying, the pilot realised that he wouldn't reach his intended landing area and made a late decision to land in the field immediately below. After a quick turn onto the downwind leg he flew a cramped circuit and ended up overshooting on final approach, touching down more than halfway into the field. The groundloop damaged a wingtip and an undercarriage door.					
115	Puchacz	substantial	06/07/17, 19:20	none/none	2,000
Heavy landing damaged the nose wheel and front cockpit. As the speed reduced on approach, the P1 said "I have control" and attempted to take control, but the P2 had not heard and resisted the instructor's attempted control inputs. The hearing loop and microphone used by the deaf P2 amplified all noise and the P2 had been unable to distinguish the P1's voice from background noise. A different hearing aid has helped, but the club intend to supplement the oral command by shaking the stick.					
117	DG-101	minor	07/07/17, 13:50	none	165
Competition field landing accident. The pilot had landed in the same field before and knew it to be suitable so elected to try to climb over a nearby sunny area. When that was unsuccessful he flew to the field, joining the circuit on a low diagonal leg. It wasn't until final approach that he realised there was a substantial downwind component to the crosswind and the pilot was forced to groundloop to avoid running into a hedge. The tip of one wingtip broke off during the groundloop.					
119	Super Dimona	destroyed	13/07/17, 18:30	fatal/fatal	-
AAIB investigation.					
120	Puchacz	substantial	14/07/17, 13:10	minor	20
Glider crashed into a field short of the runway. The pilot had opened full airbrake to correct an overshoot, he then sensed increased sink so shut the airbrakes, later reporting that the airspeed dropped to 40kts. The field immediately before the runway threshold is some 10ft lower than the runway; the glider impacted at the start of the slope up to the runway, breaking the fuselage at the base of the fin and around the cockpit.					
121	K-21	minor	20/07/17, 16:30	none	196
Rear canopy opened on take-off. The pilot left both canopies closed, but unlocked, while stowing unneeded seatbacks and a parachute in the launch vehicle and, after strapping in, only the front canopy was checked in his pre-flight checks. The perspex separated from the frame, damaging the rear fuselage and TE tube. The nylon canopy interlocks had become deformed, enabling the front canopy to be locked while the rear canopy was unlocked. The club safety officer recommends that the nylon interlocks be replaced by newer, metal Schleicher parts.					
123	Astir CS77	minor	20/06/17, 15:10	none	43
Field landing in crop. The inexperienced pilot flew cross-country during peak crop season. The glider groundlooped during a landing into a crop field, damaging an elevator hinge.					
124	K-21	minor	25/06/17, 14:45	none	20
Ballooned landing. The pilot closed the airbrakes to correct for an undershoot on approach into a strong wind but then had difficulty opening the airbrakes and rounding out at the same time. During the PIO the nosewheel hit the ground causing some internal delamination.					
125	Perkoz	substantial	13/07/17, 14:05	none/none	1,340
Crop landing. On a mutual soaring flight, the pilots misjudged the height required to return to the airfield. With no suitable landing fields the pilots pressed on to the airfield, planning to land on a cross runway. The glider landed in a wheat field approx 100 yards short of the airfield, damaging the tailplane. The P1's glide calculations in his report suggests there was more than enough height to return to the airfield; the CFI's report points out a significant crosswind and shows that the logger altitude was 300ft lower than the indicated altitude reported by the P1.					
127	ASW 22	minor	20/07/17, 17:45	none	2,000
Wingtip caught on the ground while rounding out. On the pilot's second flight on type, he reports being surprised at the ineffectiveness of the airbrakes and tried to turn slightly to one side. After the wingtip caught, the glider groundlooped and damaged a tip aileron. The reports suggests that the flap lever may have come out of the landing flap position.					
129	K-23	substantial	25/07/17, 12:00	none	1
Wingtip caught slope during a field landing. The early-solo pilot released from the aerotow at 2,000ft aal some 8km from the airfield. Unable to recognise any landmarks and unsure of where the airfield was, the pilot set up a field landing at about 1,000ft. After catching a wingtip during the groundrun, the glider groundlooped, breaking the fuselage.					
134	Discus	minor	01/08/17, 17:30	none	118
Undercarriage collapsed during a competition field landing.					
135	K-21	minor	03/08/17, 17:05	none/none	4,544
Heavy landing broke the main wheel fairing. The P2 lowered the nose late in the approach and the P1 took over too late to prevent a hard landing.					

BGA accident/incident summaries *continued*

AIRCRAFT

Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
136	Discus	substantial	06/08/17, 14:15	minor	93
Competition field landing accident. For most of the long glide in deteriorating conditions, the pilot was confident of being able to return to the airfield. Below 500ft aal, the pilot realised that he wouldn't reach the airfield and made a left turn to line up with a suitable field and opened the airbrakes. The glider stalled after it cleared a hedge and impacted the ground nose first before rotating through 180°. The pilot bruised a leg, the glider fuselage was broken in the cockpit area, the boom was snapped and the elevator and tailplane damaged.					
Incidents					
109	K-21	minor	24/06/17, 09:45	-	-
Tail dolly latch failed while the glider was being towed, allowing the tail dolly to come off and damage the rudder. Members had noted that two of the the three latches were u/s, but this was not reported and the dolly continued to be used until the third latch failed.					
110	Duo Discus	substantial	26/06/17, 11:00	-	-
Wing dolly wheel separated from wing clamp while under tow, yawing the glider. The wing clamp cracked the aileron and the rudder was damaged by the towbar.					
112	Astir CS77	none	01/07/17, 12:00	none	34
Undercarriage collapsed during landing. The pilot had lowered the wheel, but it it was not properly locked down.					
113	Twin Astir	none	01/07/17, 11:00	none/none	>3,000
Undercarriage collapsed on landing. The P1 is not certain that it was properly locked down.					
116	DR 400	minor	08/07/17, 14:00	-	-
Wheel spat fire. The aircraft had completed five aerotows and was taxiied back to the fuel pumps. The pilot noted that more power than usual was needed to maintain speed and after exiting the tug heard warning shouts. The fire was put out with minor damage to the spat.					
118	ASW 20	none	09/07/17, 15:00	none	132
Wing drop during aerotow take-off.					
122	DG-505	none	15/06/17, 16:30	none/none	1,090
Aerotow launch failure. The launchpoint was set up at the far end of the airfield to give maximum clearance over the upwind trees in the windy and gusty conditions. This meant that the P1 had to hold full airbrake to use the wheel brake to stop the glider rolling backwards before take-off. The P1 attributed the poor climb after take off to low level turbulence and was considering whether to release when he saw the rudder waggle signal from the tug. The P1 released and only then did he realise that the airbrakes were open. After shutting the brakes the pilot flew a safe off airfield landing.					
126	K-21	substantial	16/07/17, 17:30	-	-
Club member went to put a tow buggy away, not realising that the tow rope was still attached to a glider. Although he stopped the buggy soon after moving off, one K-21 rolled on into the other. A wing leading edge was damaged as it hit the other glider's rudder, the other K-21 also had a punctured fuselage where it was hit by the nose of the towed glider.					
128	ASW 20	none	23/07/17, 17:40	none	-
Inadvertant undercarriage retraction.					
130	LS6	none	25/07/17, 14:05	none	380
131	PA 18	none		none	530
Glider got high on aerotow. After looking at the altimeter, the glider pilot looked up to see that the tug was no longer in view so released the rope. The tug pilot reports seeing the glider "winch launch" in the mirror so he pulled the release. The glider was being towed on a belly hook.					
132	Junior	none	01/08/17, 12:00	none	42
A retrieve buggy crossed the landing area in front of the glider just as the glider was about to round out. The pilot was able to pull up to miss the buggy, but the glider subsequently landed heavily, fortunately with no injury or damage.					
133	Olympia	none	01/08/17, 11:45	none	600
The tug pilot had difficulty staying below the glider's max aerotow speed of 60kts in the windy and gusty conditions. After encountering turbulence at 800ft agl, the glider's airspeed reached 70kts and the pilot chose to release, but had difficulty pulling off as the load on the hook increased as the aircraft diverged.					
137	K-21	none	15/07/17, 11:45	none/none	450
One airbrake opened fully and remained open when the P1 opened the airbrakes at the start of the approach. The glider had just been rigged and the riggers had had difficulty connecting the controls. The connections were checked visually and positive control checks were performed after rigging; it is thought that the airbrake connection was not properly secured.					
138	Chipmunk	none	22/07/17, 14:00	none	-
Engine failure at 800ft during an aerotow. After landing back at the airfield, one of the rear cylinders was found to have failed.					

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.