

# BGA accident/incident summaries

## AIRCRAFT

Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
170	K-13	minor	28/09/17, 11:30	none	4
Heavy landing bent wheel axle.					
171	Junior	substantial	28/09/17, 15:30	none	11
Heavy landing cracked fuselage behind the wing. The low-time pilot had flown an instructional flight in a K-21 earlier in the day before winching the Junior in the afternoon. Conditions had changed during the day and the pilot had not had a briefing prior to the flight. He reports the glider suddenly dropping just as he started to round out. The glider landed on the mainwheel and bounced a few times before coming to a stop.					
<b>2018</b>					
1	K-21	minor	14/10/17, 11:00	none/none	252
Rear canopy came open during winch launch, shattering the perspex and damaging the skin of the glider. Neither the rear seat P1 or the P2 had checked the canopy as part of their pre-flight checks. The report notes that the nylon canopy interlocks were too worn to prevent locking the front canopy when the rear was unlocked.					
3	K-23	destroyed	22/10/17, 11:15	minor	1334
Crash landing after an undershot approach. The pilot took off intending to ridge soar in the gusty 30kt wind, but finding conditions to be very turbulent he chose to land back on the hill top site after reaching circuit height. He lost some height after turning downwind and the combination of high airspeed and a strong tailwind took the glider too far downwind over a downslope in the lee of the landing area. Turning final at low level in sinking air, the pilot was able to level the wings, but noted that the airspeed was low so he lowered the nose. The glider was seen to land heavily on the nose before pitching up and breaking the rear fuselage.					
4	Cirrus	substantial	23/10/17, 15:40	minor	276
Landing overrun. The glider flew a tight circuit in the light crosswind, turning final at a suitable height, but almost overhead the runway threshold. Despite using full airbrake, the glider touched down at the far end of the runway before rolling down a slope into the adjacent field. The glider damaged a wing root and the tailplane during the subsequent groundloop.					
5	Duo Discus	minor	18/10/17, 14:00	none/none	not reported
Undercarriage collapsed during landing ground run. The wheel had deliberately been left down during the short site familiarisation flight and confirmed as down during the pre-landing checks.					
7	DG-1001	minor	06/10/17, 14:00	none	642
Wheel-up landing. While turning onto final, the pilot switched the electrically-powered undercarriage to wheel down. He heard the mechanism lowering the wheel, but the gear position light remained red so the pilot switched from the runway to the adjacent grass landing area before landing with the wheel only partially extended. Subsequent tests suggest that the brake hose could foul the undercarriage mechanism, preventing full deployment.					
9	DG-500	substantial	25/10/17, 14:55	none/none	1972
Heavy landing. The glider flew a 60-65kt full airbrake approach into the 20kt wind into an area of the hill top airfield known to have a strong wind gradient in the prevailing conditions. The report points out that a late round out may not slow the glider's rate of descent enough to prevent a hard landing after a steep descent.					
12	SF 27	substantial	24/11/17, 11:55	none	16
PIO following aborted winch launch. After receiving the 'all out' signal, the winch driver accelerated the winch to its maximum speed, but, as he could still not see the glider, he then reduced the power. It was the pilot's third flight on type and he reports having the trim and stick well forward. The glider lifted a few inches off the ground, but did not reach a safe full climb speed. When the power reduced the glider touched down again and bounced, the pilot released, but could not prevent a series of heavy landings ultimately damaging the nose cone. The CFI points out that all flying stabilator aircraft are more prone to PIO.					
20	K-13	substantial	14/01/18, 15:00	minor/none	1090
Tail-first landing broke the fuselage near the tailplane. This was the P2's second flight flying the landing and the P1, as briefed, prompted the P2 to start the round out. The glider was seen to reach a nose-high attitude before stalling and landing heavily. P1 had a neck injury.					
22	RF5	substantial	07/02/18, 13:20	minor	304
Heavy landing damaged the undercarriage, propeller and wings. The pilot reports that the motorglider dropped suddenly as he opened full airbrake at about 50ft on the approach, despite flying a few mph above the recommended full airbrake approach speed.					
23	Grob 109	substantial	16/02/18, 15:30	none/none	40
Heavy landing broke propeller. After rounding out a little high with full airbrake, the motorglider dropped to the ground in a flatter than usual attitude, full airbrakes held the wheelbrake on and the aircraft tipped far enough forward for the propeller to hit the ground.					
24	K-8	minor	18/02/18, 12:00	none	288
Weak link break at the top of the winch launch. The weak link embedded itself in the underside of the leading edge of the tailplane and the glider flew the rest of the flight with 2m of the hose shroud and cable dangling from the tailplane.					

# BGA accident/incident summaries *continued*

AIRCRAFT Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
<b>Incidents</b> 169	PA 25	minor	07/09/17, pm	-	-
Mower ran over tug tow rope. The rope tangled in the mower, damaging the tow hook on the Pawnee before breaking the rope.					
172	Discus	none	30/09/17, 13:15	none	-
Heavy landing following a low level (< 20ft) winch launch failure. The pilot noticed the lack of acceleration after leaving the ground and the glider was still in the initial climb when the drogue chute inflated. The pilot released and lowered the nose, but glider landed heavily before bouncing, inducing a PIO and two subsequent landings.					
173	Cirrus	none	02/07/17, 11:30	none	80
Aileron disconnected during flight. The pilot had been distracted while rigging, but the aileron had seemed to be connected during a positive control check. The pilot heard the pushrod disconnect as he released from the winch launch, but was able to control the glider. During the landing ground run, the control column became jammed and a torch was found under the seat.					
174	DG-505	substantial	23/04/17, -	-	-
Damage to the tailplane and elevator was discovered while the glider was being cleaned at the end of the day. It is thought that the damage occurred when a shock rope broke during a winch launch a few weeks earlier and that the damage had not been noticed on several subsequent DIs.					
<b>2018</b> 2	Astir	none	02/10/17, 14:25	none	8
The undercarriage was not properly locked down and retracted during landing.					
6	DG-303	none	28/10/17, 13:30	none	83
Undercarriage collapsed on landing. The pilot had not properly locked the wheel down, despite a club publicity campaign emphasising the handle locked down position for this glider.					
8	K-13	substantial	14/10/17, -	-	-
Airbrake pushrod weld failed during a positive control check.					
10	-	-	05/11/17, 15:00	none	-
Club member slipped off the ladder to the winch cabin, landing on his back.					
11	Grob 103	-	18/11/17, 13:55	-	-
Opening the rear canopy after flight, the P1 noticed significant play in the canopy hinge. Inspection revealed that the canopy hinge bushes were severely worn down.					
13	DG-303	none	26/11/17, 14:25	none	500
Wheel-up landing. Not being current on the glider, the pilot did not notice the extra noise from the still extended undercarriage while soaring. He then raised the wheel before landing, missing a radio warning as the volume on the radio was turned down.					
14	K-21	none	03/12/17, -	-	-
The instructor returned from a quick break to find that his glider, with a student in the front, had already been connected to the winch cable.					
15	K-21	-	09/12/17, -	minor	-
Cut finger from Gadringer harness buckle spring. The locking bar had become detached, releasing the spring.					
16	K-21	-	06/01/18, 10:30	-	-
The left airbrake did not deploy during pre-flight checks, it was discovered that the L'Hotellier connector was unconnected. The glider had flown on several days after being rigged and having positive control checks some weeks previously.					
17	K-13	minor	-	-	-
Hangar damage resulting in a bent aileron pushrod end.					
18	-	none	13/01/18, 12:50	-	-
Broken winch cable and parachute landed on commercial building adjacent to the airfield. The surface wind was about 55° across at 15kts, the upper wind was estimated at about 25kts and only 30° across. The cable had fallen downwind of the runway after previous launches and the winch driver had requested more into wind correction from pilots. On this launch the cable broke at about 1,100ft and the wind strength and direction combined to carry the broken end of the cable off the airfield. The building owner later complained to the CAA.					
19	-	-	14/01/18, 11:00	-	-
After making a delivery to the gliding club, the delivery van driver followed his GPS route across the active runway, driving over winch cables. The driver said that he did not see the warning signs marking the runway.					
21	Chipmunk	none	04/02/18, 10:05	none	-
Partial tug engine failure at 500ft on tow; both the tug and glider landed safely on the airfield.					

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.