

BGA accident/incident summaries

AIRCRAFT

Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
55	Ventus	destroyed	15/05/18, 11:50	serious	not reported
Winch launch cartwheel. The wingtip went to the ground during the later part of the take-off ground run and the glider took off with the wingtip still on the ground. The glider yawed and rolled rapidly, reaching 90° of bank at about 25ft agl before falling onto the runway wingtip first, followed by the nose. The fuselage fell backwards, trapping the pilot under the inverted glider.					
58	ASW 27	substantial	19/05/18, 15:25	minor	1213
Heavy landing during a field landing. After a precautionary X-ray the pilot was found to be bruised, but no broken bones. The glider had a cracked fuselage. The pilot was not using an energy absorbing cushion.					
61	HpH Shark	minor	04/05/18, 17:00	none	459
Field landing across furrows collapsed the undercarriage and ripped the undercarriage doors off. After the engine failed to start, the pilot tried to soar away in weak thermals, drifting away from his chosen field. At 700ft agl the pilot flew back to the field, joining the circuit on base leg. It was only on final approach that the pilot realised that deep furrows ran across his landing direction and he was unable to turn to align his landing with the furrows.					
63	LS4	minor	09/05/18, 15:40	none	59
Heavy landing broke undercarriage mechanism. The pilot reported opening the airbrakes after turning final, losing speed clearing the boundary treeline before landing heavily in the 15-20 knot wind. A witness reports that the airbrakes remained deployed throughout the approach and being concerned that the glider might not clear the trees. The pilot had been at the airfield on club duties since early morning and considers that fatigue had affected his flying.					
64	DG-505	minor	10/05/18, pm	none	566
Undercarriage collapsed at the end of the landing ground run. The pilot was familiar with the glider and certain that the gear handle was in the locked down position.					
69	Pawnee	none	20/05/18, 14:55	none	9700
Tug undercarriage caught top strand of electric fence. It was a relatively warm day, there was a light crosswind, operating off a short runway and the tug had just been refuelled. By the time the glider pilot became concerned, it was already too late to release and land ahead safely. The electric fence was a recent temporary addition to contain stock in what would normally be an available overshoot field.					
70	Junior	substantial	22/05/18, 15:55	minor	6
Heavy landing after a ballooned round out. The pilot was distracted by another glider ahead of, but higher than, him on final approach and he reports keeping an eye on the other glider while rounding out. Witnesses report seeing the Junior balloon to about 10ft agl before stalling and landing nose first, breaking the canopy and cracking the fuselage.					
71	Astir	minor	26/05/18, -	none	not reported
Undercarriage collapsed on landing. The glider was launched back up to about 5ft agl after hitting a bump during the landing ground run. After landing again the wheel retracted as the glider slowed to a stop, damaging the undercarriage doors.					
73	Puchacz	substantial	27/05/18, 12:40	none/none	448
Wingtip caught in crop while rounding out. Winch launching in a 15-20 knot wind, 30° off the runway, the cable broke when the glider reached approx 200-300ft ato. The P2 lowered the nose to the recovery attitude and then opened the airbrakes. The glider had drifted over the adjacent crop field and the approach direction was slightly towards and across the runway. The glider was slow to accelerate with the airbrakes out and the P2 lowered the nose still further. The glider was still not completely over the runway by the time it had descended to round out height and the downwind wing caught in the crop, yawing the glider round so that it landed going backwards. A crease was subsequently found in the wing root trailing edge.					
79	ASW 27	substantial	03/06/18, 12:40	none	1707
Field landing engine-out crash in undershoot field. The pilot started to dump ballast at about 1,000ft agl and circled the multi-runway uncontrolled airfield assessing microlight and paramotor activity. Realising that he was getting low, the pilot started a close in circuit and raised the engine. He immediately decided to ignore the engine and concentrate on landing. The glider was sinking more rapidly than the pilot expected and he was unable to line up with the runway before the glider arrived in the undershoot field. A wingtip hit a sapling, yawing the glider round so that it landed sideways, breaking the fuselage, cracking the canopy and damaging the flaps. The pilot reports that the IAS remained at a safe speed throughout the circuit, but speculates that the erect engine may have affected the ASI and that the sink rate may have been exacerbated by flying too slowly.					
80	ASG 29	minor	03/06/18, 11:30	none	4200
Ground loop early in the aerotow take-off damaged an aileron.					
81	Ventus	minor	09/06/18, 15:30	none	566
Field landing into knee-high wheat. The glider ground looped, collapsing the undercarriage and damaging both ailerons.					

BGA accident/incident summaries *continued*

AIRCRAFT

Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
82	K-21 DR 400	substantial substantial	09/06/18, 15:00	none/none none	1670 not reported

Mid-air collision between tug and glider. The glider had a large gash from the leading edge to the spar in the right wing at about two-thirds span and another cut in the underside of the wing about 30cm out from the fuselage. The top of the tug fin and the rudder were torn off.

83	LS3	minor	09/06/18, 14:55	none	112
----	-----	-------	-----------------	------	-----

Field landing ground loop. The pilot picked what he thought was a grass field, but which turned out to be 3ft-high clover. A wingtip caught in the crop, damaging the outer part of a flap. The report mentions that there was no good field choice in the area.

84	Grob 109	destroyed	10/06/18, 11:00	fatal/fatal	-
----	----------	-----------	-----------------	-------------	---

AAIB investigation.

Incidents

56	DG-1000	none	15/05/18, 15:45	none/none	460
----	---------	------	-----------------	-----------	-----

The undercarriage collapsed when touching down. The pilot had lowered the wheel during his pre-landing checks, but had not ensured that the lever was in the locked down position.

57	K-13	minor	19/05/18, 14:30	none/none	350
----	------	-------	-----------------	-----------	-----

Wooden stringer in the fuselage below the wing root was overstressed while de-rigging the aircraft.

59	SF 27C	none	20/05/18, 17:00	none	77
----	--------	------	-----------------	------	----

Airbrake control rod failure. The pilot was using the airbrakes to lose height while descending towards the circuit when one airbrake went to full extension and stayed there. The pilot levelled the wings and extended the other airbrake to maintain control before landing safely on the airfield.

60	K-21 EuroFOX	none none	01/05/18, 13:20	none none	- 2700
----	-----------------	--------------	-----------------	--------------	-----------

Aerotow wave off at about 50ft agl. The tug pilot reported that the aircraft was not gaining speed and the engine was 500rpm slower than expected. After waving off the glider, the tug landed straight ahead on the runway; the glider landed ahead, but had to steer off the runway and ran into an adjacent field as the wheel brake was ineffective. After doing some power checks, the pilot resumed tugging. A more detailed inspection later found that the fuel filter was contaminated and blocked fuel flow. After replacing the filter, test flights discovered a faulty throttle position sensor.

62	Grob 103	none	06/05/18, 15:25	none	309
----	----------	------	-----------------	------	-----

Rear canopy came open during aerotow take-off. A bystander had asked the pilot if he minded being filmed getting into the glider, distracting him from his normal pre-flight checks.

65	PIK 20	none	15/05/18, 13:00	none	340
----	--------	------	-----------------	------	-----

Seat back adjustment failure. The launch area was very uneven, the wind was light. The take-off acceleration pushed the pilot back into the seat and soon after take-off the seat went backwards. The pilot was able to release and land ahead. A cable had failed at a crimped joint.

66	Puchacz	none	15/05/18, 12:15	none/none	929
----	---------	------	-----------------	-----------	-----

Landing at the end of a trial flight, the P1 kept the glider close to the upwind side of the runway to leave the remaining runway clear. As the glider slowed it may have weathercocked slightly. A wingtip caught in crop in an adjacent field, yawing the glider round so that it came to rest in the crop a few metres into the field.

67	JS1	substantial	19/05/18, 16:00	-	-
----	-----	-------------	-----------------	---	---

While reversing a club vehicle to the rear of the glider to attach a tail dolly towbar, the vehicle overran and hit the rudder.

68	Astir	none	20/05/18, -	none	18
----	-------	------	-------------	------	----

Wheel-up landing. The pilot had started his pre-landing checks while still quite high, decided to complete them when he got lower and then forgot to finish his checks.

72	EuroFOX	none	27/05/18, 12:25	none	1500
----	---------	------	-----------------	------	------

At about 250ft at the P1 of the glider being aerotowed noticed a significant amount of black smoke trailing from the tug and radioed the tug pilot. The tug pilot checked the engine temperatures and pressures and could see that the engine appeared to be functioning normally so both pilots agreed to continue the tow to a safer height. The glider pulled off at 500ft on a downwind leg and both aircraft landed safely on the airfield. The radiator cap of the Rotax had come loose allowing coolant fluid to overflow into the engine bay.

Continued on p68

BGA accident/incident summaries *continued*

AIRCRAFT

Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
74	Puchacz	minor	07/06/18, pm	-	-
During pre-flight checks, the rudder movement was restricted until a 'clunk' was heard. After removing the front instrument panel it was found that a rudder cable had come off its pulley and had damaged the side of the pulley and aluminium bracket.					
75	-	-	14/04/18, 16:30	-	-
Three gliders flew overhead the winch while a glider was being launched. The winch driver stopped the launch, but the lowest glider continued to fly down the winch line, narrowly missing the descending cable.					
76	Astir	minor	13/05/18, 14:10	-	8
Low-airtime pilot got lost and eventually landed in a field. It was a good soaring day and after a couple of good climbs to cloudbase the pilot lost sight of the airfield while circling in another thermal. He misidentified one country house for another and headed off in the wrong direction. He remained airborne in the good conditions, tentatively identifying an airfield before losing sight of it and only realising what direction he had been travelling when he saw the coast. At one point he came within 1nm of an a Class D airspace infringement. The pilot set up a circuit at a safe height into a good field before landing downwind downhill. Scratches to a wingtip were believed to have happened when the pilot moved the glider after getting out. The pilot had not received any field landing or navigation training as he was too young to qualify for the cross-country endorsement. The club are considering fitting moving maps to club gliders.					
77	Mosquito	none	25/05/18, 12:55	none	-
Tug upset. Soon after take-off, the glider pilot was unable to maintain the correct vertical position behind the tug, fluctuating between high tow to low tow. At about 250ft at the glider climbed steeply, lifting the tail of the tug and both pilots released before landing on the airfield. It turned out that the glider pilot had flown only two aerotows in the previous 18 months and that this was his first flight on type. The glider was equipped with a C of G hook only.					
78	K-8	none	27/05/18, -	-	-
Landing glider flew dangerously low and close to the launch point, one member had to dive to the ground to avoid being hit. The CFI later explained to the pilot the alternative options the pilot could have taken without endangering other members.					

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