

# BGA accident/incident summaries

## AIRCRAFT

Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
139	PW5	minor	10/08/17, -	none	5
Wing drop during winch launch. The pilot released, but the wingtip caught the ground and the glider groundlooped into the adjacent field, losing the wingtip skid and damaging the gelcoat. As it was a first flight on type, the briefing instructor had asked the winch for a slow acceleration after all out. The reported wind speed was calm.					
140	Discus	minor	10/08/17, 16:00	none	not reported
Wheel-up landing after a local soaring flight, resulting in scoring to the underside of the fuselage.					
141	Grob 102	substantial	11/08/17, 12:30	minor	467
Landed in gorse short of runway. After the wave lift died off, the pilot recognised that the glide to the hilltop airfield was marginal, but he elected to test the ridge lift before either landing at a nearby airfield or returning to the club. There was just enough reduced sink to entice the pilot to continue to the club, but not enough lift to climb to a safe circuit height. Rejecting a downwind landing, the pilot continued along the ridge before turning onto a very low base leg for the into wind runway. Losing height behind the ridge, the pilot was careful to maintain a safe speed, but felt the glider hit some trees while turning onto final approach. A wingtip caught on a bush while rounding out short of the runway, yawing the glider which then touched down sideways. The pilot suffered some severe bruising and went to hospital for a check up. The glider fuselage was severely damaged around the cockpit.					
142	Discus	minor	13/08/17, 18:10	none	not reported
Wheel-up field landing. The pilot heard the undercarriage lever disengage while turning finals. He looked down to see the lever moving forward so pulled it back and locked into place, subsequently landing with the wheel up.					
144	Nimbus 3	substantial	15/08/17, 17:00	none	1,450
Violent, loud banging and shaking while on final glide, approx 10km from the airfield. After landing, the pilot found a large crack through the rear of the fuselage at the base of the fin. A previous owner had groundlooped the glider, necessitating repair to the rear fuselage.					
145	Puchacz	substantial	16/08/17, 13:30	none/none	900
Canopy opened during aerobatics. The canopy had been confirmed as locked shut during pre-flight checks. The P2 had been practising side slips, the canopy came open during a stall turn. The perspex damaged the wing root and tailplane after detaching from the frame.					
146	HpH Shark	substantial	10/08/17, 13:20	none	not reported
FES battery caught fire during landing. A CO2 extinguisher had little effect, the fire was put out using a foam extinguisher. AAIB investigation.					
149	JS1	substantial	19/08/17, 17:10	minor	3,000
Competition field landing crash following failed engine start. After rounding the final control point, the pilot was heading back to the airfield, uphill into a strong wind. He tried to start the engine at about 3km and 320ft aal. When that failed to start he flew a hurried circuit into the field below, but did not have time to dump the water ballast or lower the undercarriage. The glider landed heavily and caught a wingtip, groundlooping and damaging the fuselage, wing and tailplane.					
150	K-13	substantial	19/08/17, 15:25	none	15
Glider landed in field adjacent to the runway. The low airtime pilot appeared not to sufficiently allow for the gusty crosswind, some 30° off the runway direction. The glider drifted downwind of the runway on approach before landing heavily in a recently harrowed field. The landing bent one of the fuselage frame tubes.					
151	LS4	destroyed	20/08/17, 13:15	none	50
Overshot field landing. The 440m long field might have been adequate, but the light wind, slight downslope and wires at the upwind end were not in the pilot's favour. The circuit was flown too close to the small field and, despite flying a 360° turn on final approach, the glider crossed the threshold still 200ft agl. After floating down the length of the field, the glider hit the top of the boundary hedge before falling onto an access road on the other side. The port wing broke off in the impact.					
152	Cirrus	substantial	20/08/17, 15:20	none	50
Competition field landing. On his second flight on type, the pilot selected a field and started the circuit at a suitable height. The circuit was cramped and did not adequately allow for the crosswind, resulting in the pilot flying over the chosen field and landing in an overshoot field. The glider groundlooped after landing in crop, breaking the fuselage.					
153	Astir	minor	20/08/17, 12:00	none	342
Heavy landing broke undercarriage door.					

## BGA accident/incident summaries *continued*

### AIRCRAFT

Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
154	Puchacz	substantial	25/08/17, 11:40	serious	89
Airbrakes came open during aerotow take-off. The tug pilot tried to radio the glider pilot, but the glider pilot had not turned on the avionics before take-off. The tug pilot, concerned about clearing a line of trees, released the rope. The glider hit the top of the trees before landing heavily, fracturing the pilot's lower back. A cockpit camera suggests that the pre-flight checks were not performed fully.					
155	T-61	substantial	29/08/17, 16:30	minor/none	4
Heavy landing. The report suggests that the pilot may have rounded out a little high and lost energy before touching down.					
157	K-13	substantial	20/08/17, 16:00	none/none	518
Aerotow rope struck the glider after release. A bow developed during the tow, the instructor took over and released before the bow straightened out. The end of the rope struck the canopy before hitting the tailplane and fin.					
162	K-21	substantial	31/08/17, 13:20	none/none	3,440
Heavy landing and groundloop in field. Returning after a cross-country training flight, the glider flew into heavy rain a few miles short of the airfield. The P1 set up an approach into a known field near the club. On final approach, the P2 warned of cables in the field. The instructor was aware of the cables and knew them to be parallel to the landing direction but, with visibility restricted by the wet canopy, elected to turn away to be safe. While turning at low level, with wet wings in poor visibility, the instructor was unable to round out properly and the glider struck the ground nose first before groundlooping. The nosewheel was forced up into the fuselage and the tailplane detached during the groundloop.					
163	K-13	substantial	31/08/17, 11:30	minor/minor	7,000
Hard landing. The P2 rounded out too high so the instructor prompted the student to lower the nose. The student then moved the stick too far forward and although the instructor took control he was unable to prevent the glider from impacting heavily on the mainwheel. Both pilots suffered back injuries, the glider had fuselage and wing damage.					
168	Supercub	substantial	24/09/17, 13:40	none	378
Prop strike. At the end of the take up slack, the tug pulled the glider forward slightly, leaving some slack in the rope. When the all out signal was given, the tug accelerated until the rope became tight again; the tug slowed while the glider lurched forward, the tug then tipped onto its nose, damaging the propeller.					

### Incidents

143	Ventus	substantial	13/08/17, 9:15	-	3,000+
The pilot accidentally drove over the glider's wingtip, destroying the winglet and damaging the outboard part of the wing.					
147	PA 18	none	13/08/17, 10:50	-	-
Tug exhibited poor acceleration and directional control. After helping to launch a competition grid, it was discovered that the port wheel parking brake was engaged.					
148	Duo Discus	none	13/08/17, -	-	-
The tailplane was found to be not secured while performing positive control checks. Although the rigging tool had been removed, the securing pin was not through the tailplane lug, the tailplane was sitting proud of the fin and the front of the pin protruded through the front of the fin. The glider had been rigged and flown the previous day.					
156	K-21 K-21	minor minor	17/08/17, 19:30	-	-
One glider was towed to the back of the launch queue. The pilots were preparing to disconnect the tow rope when the club mule tow vehicle lurched forward, pulling the attached K-21. A wingtip struck the mule, the other tip struck the parked K-21 rudder.					
158	K-13	none	27/08/17, pm	-	-
Tug upset at about 350ft ato. The glider P1 moved the stick forward after losing sight of the tug, but could still not see the tug. He reached for the release, but it seemed not to work; looking down he saw the airbrakes were open and then pulled the release before closing the airbrakes. Both aircraft landed safely on the airfield. The pilot had been flying his own glider for two hours, only being asked to fly this trial flight as there was a shortage of instructors.					
159	Astir	none	27/08/17, -	none	6
Wheel-up landing.					

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# BGA accident/incident summaries *continued*

AIRCRAFT				PILOT	
Ref	Type	Damage	Date, time	Injury	P1 hours
160	DG-500	none	27/08/17, 14:40	none/none	350
Wheel-up landing. The P2 felt ill a few minutes into the flight; the P1 made an expeditious return to the airfield, but forgot to lower the undercarriage.					
161	Discus	none	27/08/17, 15:30	none	74
The canopy was not properly locked before take-off, despite the pilot's pre-flight checks.					
164	Supermunk	minor	06/07/17, 17:15	none	-
Engine cylinder cracked during tow. Tug and glider returned safely to the airfield.					
165	DG-505	none	16/09/17, 13:30	-	1296
The P1 demonstrated how to correct for crosswind drift during a winch launch. The P2 continued the correction and by the time the glider reached the top of the launch it was upwind of the airfield. The weak link broke and the strop and hardware fell into the club car park, fortunately without injury or damage.					
166	K-21	none	06/08/17, 14:00	none/none	700
Glider landed off the airfield after simulated winch launch failure. The instructor pulled the release at 400ft agl as part of a pre-briefed exercise, the P2 recovered and elected to land ahead. Realising that they were running out of airfield, the P1 took control and made a safe landing in a crop field adjacent to the airfield. The wind had been light and variable, the club changed runway after the incident.					
167	ASW 20	none	15/08/17, 11:00	none	-
Heavy landing. The glider dropped a wing at the start of the winch launch, the wingtip scraping the ground for a few seconds. The launch signaller gave the stop signal but the pilot raised the wing and continued the launch. There was enough momentum in the cable to accelerate the glider to flying speed, but the glider then ran out of energy at about 6ft agl before landing heavily. The BGA <i>Safe Winch Launching</i> booklet advises launchpoint controllers to give the stop signal immediately if a wing goes down; the CFI's report suggests that signallers should continue to give the all out signal even if the wingtip touches the ground.					

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.



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