

BGA accident/incident summaries

AIRCRAFT

Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
29	K-13	destroyed	24/02/18, 16:00	minor/serious	not reported
Winch launch wing drop accident. When the wing went down during the ground run, the launchpoint controller gave the stop signal, but the P2 was able to level the wings and continued into the initial climb. The glider stalled at about 40ft agl and hit the ground nose first. The P2 suffered a major spine injury. The glider had severe damage to the nose and cockpit area.					
33	LAK 19	minor	25/03/18, 16:00	none	1200
Wheel-up landing onto Tarmac damaged the underside of the glider. The wheel was not properly locked up after take-off and came down during the flight. The pilot then moved the lever before landing and retracted the wheel.					
34	K-13	none	01/04/18, 15:45	none/minor	399
Wing drop during winch launch nearly led to a cartwheel. The instructor was distracted while waiting for the cable after the pre-flight checks and omitted to put his hand on the release. This was the student's first flight flying the start of the winch launch and when the wing went down, the instructor took control and tried to pull the release. Initially he opened the airbrakes instead and by the time he closed them and pulled the release the glider was already in the air. One witness described the glider as being airborne, with the brakes open and one wingtip still on the ground.					
42	LS1	minor	22/04/18, 19:40	none	1969
Undercarriage hinge bolts broke on landing, causing the wheel to retract during the ground run.					
45	HpH Shark	substantial	29/04/18, 16:25	none	781
Wingtip caught on long grass as the pilot turned to avoid trees after starting the turbo. The fuselage was broken behind the wing, the elevator detached from the fin, as well as damage to the flaperons and wings. During an Inter-Club competition the pilot had intended to cross the remote finish line before starting the engine to climb and return to the airfield. However, the final glide became marginal, the glider crossed the finish line very low and slow, and there was not enough time for the jet engine to spool up and provide thrust before the ground intervened. No engine noise was recorded on the flight trace. The CFI's report points out that no engine is 100 per cent reliable and that the intended plan would have violated the 500ft rule.					
47	Discus	substantial	03/05/18, 14:30	none	1154
Port wing hit fence post during field landing. There was no wire between the fence and its neighbours, so the line of fence posts across the middle of the field had left no mark on the surface and was invisible at circuit height. There was damage to the wing leading edge and undersurface.					
48	Grob Astir	minor	06/05/18, 16:30	none	not reported
Wheel-up landing onto runway damaged the underside of the glider. The pilot reported being distracted while landing out at an unfamiliar airfield.					
49	Mini Nimbus	minor	06/05/18, 15:30	none	295
Groundloop during field landing. The glider ended up going backwards into a hedge, damaging an aileron.					
50	ASW 24	substantial	09/05/18, 14:40	none	115
Heavy landing into a field damaged the undercarriage and underside of the glider. The pilot forgot to take account of the wind direction in his circuit planning and then, concerned about losing sight of the field, he flew a cramped circuit, ending up too high and too close with a light tailwind on final approach. Seeing the end of the field getting nearer, he tried to fly the glider onto the ground. It bounced once before landing, one of the landings was hard enough to break the glider.					
54	Mini Nimbus	destroyed	15/05/18, 16:30	minor	297
Spin while turning onto final approach. After getting low while ridge soaring, the pilot tried to land back on the ridge top airfield. The pilot was concerned about slow speed and lowered the nose, but was also concerned about catching a wingtip when turning. The glider was seen to drop a wing and start to spin during the turn onto final approach. Although the cockpit area was destroyed, along with the fuselage and wings, the pilot attributes his survival to being so low that the spin did not have time to develop before he hit the ground. The pilot suffered cuts to his lower legs and bruising from the harness straps.					
Incidents					
25	DG-505	none	30/01/18, 13:00	-	3140
Training flight flown with the tail dolly still attached. The student had mentioned the dolly was still on the glider, but the instructor had been distracted by other pilots at the time and the early pre-solo student had not repeated the comment. The club intend to re-paint the faded warning stripes on the white tail dolly to make it more visible.					
26	Duo Discus	-	12/02/18, 18:05	-	-
50p piece found under the seat pan during annual maintenance.					

BGA accident/incident summaries *continued*

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27	K-21	substantial	15/02/18, 12:55	-	-
<p>Parked glider lifted by gust of wind. The glider had been left at the launchpoint, facing into wind, while the members returned to the clubhouse to avoid an approaching snow shower and to take a lunch break. About an hour later, the glider was seen to be lifted by a strong gust to a 40° angle at least 10ft off the ground before falling backwards onto the tail and a wingtip, breaking the fuselage before falling onto the mainwheel. The forecast had been for 20 knot winds, gusting to 30 knots. The club weather machine recorded a gust of 36 knots at the time of the accident. The CFI intends to ensure that all new pilots are instructed in how to correctly park a glider, as well as reminding pilots during the morning briefing on strong wind days.</p>					
28	K-18	minor	23/02/18, 13:30	-	-
<p>Glider came off the tail dolly due to a deformed R-clip while being towed, damaging the rudder.</p>					
30	Discus	-	08/03/18, -	-	-
<p>Plastic tube end stop discovered in fuselage during annual maintenance, believed to have come from one-man rigging aid.</p>					
31	Junior	-	16/02/18, -	-	-
<p>Release cable broke as the pilot released. The cable was found to have broken where it rounds a pulley between two metal side plates and not possible to inspect during the DI.</p>					
32	LS7	none	22/03/18, 14:30	none	14
<p>Wheel-up landing on soft grass.</p>					
35	K-21	-	22/03/18, 10:00	-	-
<p>Airbrake failure during DI, the L'Hotellier connection disconnected during the positive checks and the airbrake remained open. The glider had last been rigged earlier in the month and been subject to four daily inspections prior to this DI. An engineering inspection found that the ball and socket connections were within limits. The club are thinking of implementing a second control connection check to be signed in the DI book after every rig.</p>					
36	Grob 102	substantial	09/04/18, -	-	-
<p>Crack in aluminium casting connecting the wing mounts found during annual maintenance. The clean break would have been caused by a fore and aft load on the wing, possibly during groundloop the previous August. The crack was below the wing spars and parcel shelf and hidden from view during a normal DI.</p>					
37	DG-100	none	16/04/18, 12:30	none	-
<p>Two wheel-up landings on to soft grass on two separate days, no damage or injury in either landing. After debriefing, it became clear that the pilot did not use any post-launch or pre-landing checks.</p>					
38	LS3	minor	19/04/18, 14:00	-	1700
<p>Wing dolly caught in a deep rut while the glider was being towed. The towbar disconnected from the glider allowing a wing to swing into the back of the car, damaging the flap.</p>					
39	Vega	none	19/04/18, 12:30	-	330
<p>Tug upset at 2,000ft ato. It was the pilot's first flight on type and he reports pulling the release, hearing a noise, then raising the nose and turning away. The CFI points out that if the pilot can't see the rope before and during the release then the glider is too high relative to the tug.</p>					
40	EuroFOX	none	14/04/18, 16:00	-	-
<p>The pilot had not flown the aircraft for several months and during the pre-start checks was uncertain of the appropriate throttle position prior to engine start, choosing to set about half throttle. When the engine was started, it ran at high revs and the aircraft started moving, despite the application of wheel brake. The startled pilot did not connect this to the throttle setting, but seeing a fence approaching chose to take off into a shallow climb at 60 knots. The pilot had much more glider experience than power and had intended to have a flight with an instructor, only to find none were available at the time.</p>					
41	DG-500	none	22/04/18, 16:30	none/none	1670
<p>Wheel-up landing on grass. The P1 forgot to do his usual pre-landing checks and suggests that a five-month break from gliding over the winter had left him a little rusty.</p>					
43	Puchacz	minor	23/04/18, -	-	-
<p>As the glider was being being manoeuvred into the hangar, the tail was lifted, allowing the rudder to hit the door lintel and damaging the rudder hinges.</p>					

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BGA accident/incident summaries *continued*

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Incidents					
44	Perkoz	-	27/04/18, -	-	-
Glider flown with drag pins unsecured. The report points out that if the insertion tool is fully screwed into the drag pin it can prevent the latching tangs from engaging against the rear face of the drag pin, even after the insertion tool is released. It suggests leaving a gap between the front face of the tool and the rear of the pin, listening for the click as the tangs engage and visually checking that the pin is securely latched after removing the tool.					
46	Chipmunk	none	01/05/18, 14:10	-	-
Tug pilot started the tug and taxied to launchpoint with the rudder control lock attached. The lock fell off after about 50 yards. The tug pilot had taken over from the duty tug pilot, not realising that the duty pilot had attached the lock before taking a lunch break.					
51	Duo Discus	minor	10/05/18, 17:00	-	-
While being towed behind a car, the glider wingtip caught on the edge of a hangar. The outer wing panel detached, damaging the fixtures in the main wing and outer wing panel.					
52	DG-1000	none	01/05/18, 14:30	-	3466
Wheel-up landing. The pilot was distracted by an unwell P2.					
53	ASG 29	-	07/05/18, 14:45	-	-
ATZ violation. The services gliding club were operating within the ATZ of a military airfield when an unknown glider was seen overhead the runway threshold. No radio call had been received on either the glider club frequency or the airfield frequency. The glider flew an abbreviated circuit before starting its engine on final approach and turning away from the airfield towards a nearby town. The CFI notes the poor airmanship not only of the airspace violation, but also climbing under power at low level over a built-up area.					

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.



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