

# BGA accident/incident summaries

## AIRCRAFT

Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
11	Antares	minor	31/10/18, 13:00	none	1400
Undercarriage collapsed on landing, damaging the doors and fuselage underside. The wheel had not been retracted during the short winch launch flight so the pilot concludes that it had not been properly locked down during rigging.					
12	Discus	minor	17/10/18, 12:00	none	93
Undercarriage collapsed on landing, removing one door. The pilot reports lowering the wheel as part of his pre-landing checks.					
13	Dimona	substantial	04/10/18, 14:00	none/none	647
Heavy landing damaged the propeller as well as the undercarriage and fuselage next to the undercarriage leg mount. The pilot rounded out a little too high and too much; the tailwheel touched down first, pitching the nose down leading to a heavy landing, compressing the undercarriage legs and allowing the propeller to hit the ground.					
16	Puchacz	substantial	17/11/18, 11:45	none/none	72
Canopy came open during flight. The glider was descending during a post-maintenance test flight, the P1 set up a sideslip to the left using right rudder and then increased the rate of descent by opening the airbrakes. A few seconds later the canopy opened, damaging the perspex and frame. The pilots were able to close and secure the canopy before landing.					
18	T-61 Venture	destroyed	09/12/18, 13:35	minor	28
Engine failure shortly after take-off. The pilot applied carb heat while waiting for a landed glider to be retrieved along the active runway. After the glider cleared he heard another motorglider call downwind so he elected to line up and depart without delay, but omitted to de-select carb heat before taking off. When the engine failed at 150ft ato over the airfield boundary, the pilot tried to land in the largest available field but ended up overshooting and aiming for a gap in the vegetation at the end of the field. The TMG hit the bushes at about 10ft agl, slowed rapidly and crashed into the next field. The pilot suffered some neck strain, the aircraft wings were both severely damaged and almost detached, as well as having a broken propeller.					
20	DG-300	substantial	13/12/18, 12:10	none	249
Downwind field landing ended under wire fence, trapping the pilot in the glider. After winch launching, the pilot flew towards a nearby ridge hoping to find some lift, but he failed to fly all the way round the corner onto the windward slope. Finding only sink, he realised that he was too low to return to the airfield. He then realised that there was nowhere to land upwind and, after turning downwind, there was only one safe landing area. Too low to fly a circuit, the pilot flew a downwind landing and was unable to stop the glider rolling into the wire fence. The canopy was broken and the one wing had two deep gashes after hitting fence posts.					
23	Puchacz	minor	24/11/18, 14:10	none	86
Glider landed long and ran off the end of the runway. The early-solo pilot flew a cramped circuit, overshot the turn from base leg to final approach and re-aligned the glider with the runway before opening the airbrakes. After landing, he forgot to use the wheel brake. The glider ran into some gorse bushes which scratched the underside of the fuselage.					
24	K-13	substantial	09/12/18, 14:50	minor	59
Overshot landing ended in hitting a fence. The pilot found himself low and downwind of the airfield, having to fly at up to 80kts airspeed to make it back to the airfield in the 15-18kt crosswind. Witnesses report seeing the glider make a low turn onto final approach, little or no airbrake being used and the glider ballooning several times before touching down. The glider collided with a wooden fence at the airfield boundary, breaking the left wing and the canopy. The pilot had been driving the winch for most of the day before the flight.					
25	Discus	minor	19/12/18, 14:00	none	222
Heavy landing damaged an undercarriage door and possibly cracked the undercarriage frame. The pilot was blinded by the low sun on final approach to runway 22 and misjudged the round out.					
29	K-13	destroyed	17/01/19, 15:00	none/minor	1366
Glider crashed nose first into a field outside the airfield. As the wind died and the ridge lift reduced, the pilots returned to the airfield and set up a circuit to the runway that had been in use for most of the day. The P1 noted that after turning onto final the glider was a little high, but he expected the handling P2 to cope. Later on, he realised they might overshoot the relatively short runway so took control and added a sideslip to the full airbrake approach. Approaching the airfield boundary he felt that they were still too high and made a snap decision to make an orbit so turned sharply to the left. However, he left the airbrakes out and the glider lost more height than expected. The pilot tried to level the wings to land in the undershoot field but one wing caught in the trees, yawing the glider and pitching it nose down into the field. The front seat P2 was initially trapped in the crumpled nose of the glider, but suffered only minor cuts and bruises. The glider fuselage was extensively damaged, as well as the port wing. One witness reports that the wind had also veered and there was a tailwind component to their approach to the shortest runway on the airfield.					

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## BGA accident/incident summaries *continued*

AIRCRAFT				PILOT	
Ref	Type	Damage	Date, time	Injury	P1 hours
30	DG-808	substantial	20/01/19, 13:55	serious	538
<p>Glider crashed on hillside after emerging from cloud. The pilot self-launched and climbed to 4,000ft heading towards some nearby hills. After stowing the engine he noticed that his navigation device had shut down, but he continued his glide towards where he thought the clouds marked some lift. When the sink rate increased he fell into the tops of the clouds; when he emerged from the bottom he saw the hill directly ahead of him. Too low and slow to turn around, the pilot pulled back on the stick and the glider mushed onto the slope. After the crash the pilot could not open the canopy, but was able to phone the gliding club which then alerted the emergency services. The CFI stresses that the pilot should have turned away from the high ground as soon as he entered cloud. The safety officer points out that the pilot was not only lucky to survive the crash, but also lucky to have mobile reception in a remote area. He suggests that making a Mayday call on 121.5 MHz and selecting 7700 on the transponder may have aided the emergency services. The temperature fell to -5°C overnight so the pilot was fortunate to be found before sunset. He fractured his sternum and a couple of vertebrae. The glider had damage to the forward fuselage and both wings.</p>					
32	HpH Shark	destroyed	02/02/19, 13:00	none	887
<p>Crash into trees while ridge soaring. Having crossed a large gap, the pilot reached the next section of ridge at ridge-top height and gained 100-200ft in some lift. He flew on at 60+kts, but, as he approached the spur on the north western side of the bowl, he experienced strong sink and a sudden loss of airspeed. Too low to recover, the glider stalled into the trees about 80ft below the top of the ridge and stuck in the trees at 100ft agl. The fuselage boom broke in the impact, breaking the radio antenna, so the pilot's attempts to call for help were unsuccessful. Other pilots were able to raise the alert and the pilot was rescued by helicopter winch. The wind was reported as 18kts from 340°, the bowl the the pilot was crossing faced NNE. The CFI's report suggests that some combination of curlover, rotor or thermal turbulence may have led to the sudden loss of airspeed, although he points out that at least 15 other gliders had flown the same route during the day without trouble.</p>					
38	Grob Acro	minor	02/03/19, 10:45	none/none	152
<p>Heavy landing damaged the structure around the nose and main wheels. Late into the round out, at about 10ft agl, the P2 pushed the stick forward and although the P1 took control he was unable to prevent a hard landing.</p>					
<b>Incidents</b>					
9	DG-202	minor	17/10/18, 18:50	-	-
<p>Wing fell off trestle while being de-rigged. The glider was being de-rigged at dusk, having been delayed by a parked car blocking trailer access. The trestle had not been properly placed, allowing the wing to fall off as the other wing was removed. The end of the spar damaged the inside of the fuselage.</p>					
10	EuroFOX	-	28/10/18, 14:15	-	152
<p>Tow rope snagged telephone wires on approach, breaking the weak link. The glider had released after getting out of position during the ground run, the tug pilot continued the take-off and flew a low circuit. He thinks that he may have assumed that he had released the tow rope before making a low approach.</p>					
14	K-21	-	11/11/18, 10:15	-	-
<p>Aileron L'Hotellier locking pin found to be incorrectly fitted. The glider had been DI'd several times since last being rigged over two months earlier. The connector had been properly fastened, but the safety locking pin had been inserted into the slot in the bottom of the push-to-unlock slide instead of the appropriate hole on the top.</p>					
15	Astir	none	15/11/18, 11:00	-	3456
<p>Airbrakes came open during winch launch. The pilot believes that he did not properly lock the airbrakes after opening the canopy again to clear some condensation after completing his pre-flight checks.</p>					
17	ASW 19	none	17/11/18, -	-	-
<p>Tow rope broke at the tug end during rough aerotow through wave rotor. The glider pilot reports a large bow developing and the rope breaking as it came tight. The rope then flew back over the glider wing and remained there until just before touchdown when it back released.</p>					
19	Ventus	none	18/11/18, 12:00	none	507
<p>Aerotow take-off with the tail dolly still attached. After towing the glider to the launchpoint, the pilot interrupted his usual procedure to discuss the challenging launch conditions with the tug pilot. Then one of the launchpoint helpers set off to retrieve a glider, leaving a single person to help launch the Ventus. A member returning to the launchpoint was able to give a warning on the radio just after the glider took off. The pilot released and was able to land ahead, the tug flew a circuit. The safety officer stresses the importance of an ABCD check before getting into the glider.</p>					

## BGA accident/incident summaries *continued*

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Ref	Type	Damage	Date, time	Injury	P1 hours
21	-	none	16/12/18, -	-	-
Winch strop fell into an adjacent business after a weak link failure. The club had three weak link failures on a gusty day, only two were found until a few days later when a neighbour reported a strop on their premises. The wind had been straight down the runway with no sideways drift as the cable descended under parachute after launching.					
22	K-13	none	28/10/18, 11:30	none/none	3335
Uncommanded aerotow rope release just as the glider took off. After debriefing back at the launchpoint, the instructor was informed that the same thing had happened two days earlier so the instructor grounded the glider. An engineer's inspection revealed that an unauthorised modification to the release had displaced a plastic shroud protecting the cable, preventing the release from closing properly.					
26	EuroFOX	none	30/12/18, 10:40	minor	-
The tug pilot raised the elevator to ease access to the end of the retracted tow rope at the same time that the launchpoint helper was bending down to reach for the rope. The elevator trim tab horn hit the member in the face close to an eye, cutting and bruising the member's face.					
27	Perkoz	none	12/01/19, 14:00	none/none	1300
Canopy came open during winch launch. The P1 explained the new CBSIFTBEC checks to the student and then, while waiting for the cable, went through the eventualities check in some detail. Having finished going through eventualities the P1 assumed that the checks were complete so accepted the cable. He reports the first half of the launch was a bit noisy, but ignored it until the canopy came open.					
28	Astir	none	15/01/19, 11:50	none	72
Canopy came open during winch launch. The pilot let go of the release to hold the canopy shut, but in doing so knocked the airbrake lever, unlocking the brakes which then came open. Towards the top of the launch he let go of the control column to pull the release, he then locked the canopy before closing and locking the airbrakes.					
31	Puchacz	none	11/01/19, -	-	-
Battery came loose during aerobatics. A bungee cord retaining hook had straightened slightly, allowing the bungee to slip off.					
33	Grob Acro	-	10/02/19, 12:30	-	-
Loose object found in fuselage. While doing their pre-flight checks the pilots heard a rattling noise when the airbrakes were closed. Investigation found an old metal aircraft ID plate in the bottom of the fuselage.					
34	K-18	minor	16/12/18, 11:30	-	-
Retrieve buggy reversed into tow dolly, pushing it into the glider and damaging the rudder. The buggy driver's foot had jammed between the pedals. The report suggests that gliders should be pulled up to the tow vehicle rather than have vehicles reversing towards the glider.					
35	T-61 Venture	none	03/02/19, 14:30	none/none	1002
TMG veered left off the runway after landing and the propeller struck a fence post. The handling pilot tried to use the rudder to keep the TMG on the runway, but couldn't move the pedal. His foot had been on the right-hand edge of the left seat right rudder pedal and the the left side of the right seat left rudder pedal at the same time.					
36	Perkoz	-	10/02/19, -	-	-
Incorrectly fitted wing drag pin found when the glider was de-rigged for servicing. As the pin had not been fully inserted into the socket the safety tabs had not released to lock the pin in place. The CFI recommends training members to use a torch to inspect the pins during the DI after rigging.					
37	Grob Acro	none	23/02/19, 15:00	none	-
Full forward trim needed during aerotow and also to maintain approach speed in the circuit. The solo pilot was flying near the aft CofG limit, but other pilots reported being surprised by the amount of forward trim needed when flying the glider. The fabric tape covering the tailplane elevator gap had come unstuck at its forward edge and curled up in the airflow across a substantial width of the tailplane.					

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.