

BGA accident/incident summaries

AIRCRAFT

| Ref | Type | Damage | Date, time | PILOT Injury | P1 hours |
|-----|------|--------|-----------------|--------------|----------|
| 85 | K-21 | minor | 11/06/18, 11:45 | none | 7300 |

Tow rope from landing tug struck wing of parked glider. The airfield was undergoing extensive ground works, significantly limiting the width available for operations. The tug landing area was next to the ground works and, because of the limited width available at the runway threshold, the tug pilot had been briefed to land long to avoid gliders parked at the launchpoint. The tug approach was too low and, although the tug flew to the side of the glider, the tow rope drifted in the slight crosswind and caught the glider's aileron, damaging the aileron and underside of the wing.

| | | | | | |
|----|----------|-------|-----------------|------|----|
| 86 | Grob 102 | minor | 22/05/18, 19:00 | none | 70 |
|----|----------|-------|-----------------|------|----|

Heavy landings broke the nosewheel and punctured the tyre. The glider was seen to fly the approach without any airbrake and when the pilot tried to fly the glider onto the ground it bounced back into the air. As the end of the airfield approached, the pilot climbed and turned round to try to land in the opposite direction. The pilot again tried to fly the glider onto the ground and, after several impacts, the glider came to rest half way down the airfield. During the debriefing the pilot said that he had been moving the trim lever instead of the airbrake. Having not flown for nine months, the pilot had a single check flight and three solo flights in two-seaters earlier in the month. He had flown only five flights in the single-seater in the previous year.

| | | | | | |
|----|--------|-------------|-----------------|------|------|
| 87 | ASW 20 | substantial | 09/06/18, 13:40 | none | 1339 |
|----|--------|-------------|-----------------|------|------|

Field landing accident. After flying through strong sink during an Alpine flight, the pilot took what he thought was a conservative route, but ended up low in a valley, fortunately one with a landable pasture field. The pilot had to ground loop the glider after landing to avoid running into a tree line, breaking the fuselage, damaging the undercarriage, nose and aileron. During a debriefing, the local CFI explained an alternative route with a reliable lift source and known outlanding field.

| | | | | | |
|----|--------------|-------|-----------------|------|----|
| 89 | Falke SF 25c | minor | 15/06/18, 13:35 | none | 57 |
|----|--------------|-------|-----------------|------|----|

The pilot was unable to prevent the TMG from yawing into wind on landing and the aircraft ran through long grass, damaging the tips of the propeller.

| | | | | | |
|----|--------|-------|-----------------|-----------|-----|
| 91 | DG-500 | minor | 20/06/18, 15:40 | none/none | 424 |
|----|--------|-------|-----------------|-----------|-----|

Undercarriage door hinge broken by long grass during a field landing. The trial flight was winch launched onto the ridge from the hill top site intending to ridge soar, but the glider gained less than 200ft from the launch. The pilot was unable to soar and elected to land in a field at the bottom of the hill.

| | | | | | |
|----|------|-------|-----------------|-----------|------|
| 93 | K-13 | minor | 21/06/18, 18:00 | none/none | 1000 |
|----|------|-------|-----------------|-----------|------|

Aileron drive damaged after ground contact. The pilot chose to land long, but, as the glider slowed, he was unable to keep the wings level in the light cross/tailwind. The glider was by now right on the edge of the landing area and, as the wingtip was over sloping ground, the aileron horn was the first part of the downgoing wing to touch the ground, catching on a vehicle track.

| | | | | | |
|----|------------|-------|-----------------|-----------|--------------|
| 95 | Twin Astir | minor | 23/06/18, 15:00 | none/none | not reported |
|----|------------|-------|-----------------|-----------|--------------|

Undercarriage operating rod detached during operation. The entire undercarriage frame had just been replaced and during this test flight the mechanism worked for the first two retract and extend cycles. On the third attempt to lower the wheel the lever became jammed halfway and, after exerting more pressure, the mechanism broke. The wheel-up landing on grass caused minor damage to the underside of the fuselage. An inspection of the mechanism revealed that a lever arm had bent and the attached bearing had pulled out of the operating rod eye end.

| | | | | | |
|----|--------------|-------|-----------------|------|-----|
| 96 | Falke SF 25c | minor | 22/06/18, 21:00 | none | 930 |
|----|--------------|-------|-----------------|------|-----|

Propeller strike during go around. While changing hands on the control column to go around, the pilot allowed the stick to come forward. The pilot did not notice the damage until after landing.

| | | | | | |
|----|------|-------------|-------------|------|---|
| 97 | K-21 | substantial | 27/06/18, - | none | - |
|----|------|-------------|-------------|------|---|

Nosewheel landing. The pilot overflew a previously landed glider before opening the airbrakes, but was then unable to round out fully before the glider touched down. The glider then bounced back in the air and was seen by witnesses at the launchpoint to subsequently land on the nosewheel in a nose-down attitude, damaging the nosewheel structure. The CFI reports that the pilot's instructors had noticed a tendency for the pilot to fly the glider onto the ground.

| | | | | | |
|-----|--------|-------|-----------------|------|------|
| 100 | ASW 27 | minor | 04/07/18, 13:30 | none | 6469 |
|-----|--------|-------|-----------------|------|------|

Wheel-up landing damaged the gelcoat. The pilot had never been taught to perform a pre-landing check.

BGA accident/incident summaries *continued*

| AIRCRAFT Ref | Type | Damage | Date, time | PILOT Injury | P1 hours |
|---|--------------|-------------|-----------------|-----------------|--------------|
| 101 | ASW 20 | minor | 11/06/18, 14:30 | none | 877 |
| Undercarriage frame tube bent. The damage was believed to have occurred during an otherwise uneventful field landing. | | | | | |
| 102 | ASW 24 | substantial | 30/06/18, - | none | 1600 |
| Competition field landing into a ridge and furrow field. The pilot was reassured by the presence of farm vehicles collecting hay bales in the field and it wasn't until touching down that he realised he was landing across hard-to-see furrows. The impacts crushed and split the front of the fuselage and cracked the canopy. | | | | | |
| 105 | Pegasus | substantial | 09/07/18, 15:00 | none | 76 |
| Crash during a low-level turn. The pilot intended to land long to avoid obstructions on the narrow grass runway, but failed to open the airbrakes. The glider flew over the end of the runway and was almost able to complete a 180° turn before a wingtip caught in the crop. The glider ground looped as it touched down, damaging both wingtips, an aileron and the tail skid. The pilot had been moving the undercarriage lever instead of the airbrake. | | | | | |
| 109 | Cirrus | minor | 05/07/18, 15:30 | none | not reported |
| Ground loop during field landing. The pilot had not noticed that a sea breeze had changed the local wind direction so landed downwind and was unable to maintain control at the end of the ground run. The ground loop through wheat stubble left superficial scratches in the glider. | | | | | |
| 111 | Falke SF 25c | minor | 07/07/18, 16:15 | none | 459 |
| Propeller tips damaged during landing. After touching down gently on the mainwheels, the TMG bounced slightly. The pilot held the stick back as the aircraft floated, but the nose dropped and the aircraft landed slightly nose down allowing the propeller to hit the ground. | | | | | |
| 112 | K-21 | minor | 08/07/18, 13:50 | none/none | 3750 |
| Landing overrun. It was a hot day, the ground was dry and hard and the grass was short. The first half of the runway sloped uphill, the second half downhill and the pilot was unable to stop the glider before it rolled slowly into the boundary hedge, cracking the fibreglass nose. A subsequent engineering inspection found that the brake pads were only just within limits and that a locking nut on the cylinder actuation arm was loose. | | | | | |
| Incidents | | | | | |
| 88 | K-13 | none | 10/06/18, 15:00 | none | 19 |
| Loss of control during winch launch. The 'all out' signal was given before all the slack in the cable had been taken up and the glider was snatched into the air. The acceleration caused the pilot's feet to come off the rudder and his left hand let go of the release, his right hand still held the control column and pulled the glider into a near-vertical attitude. The weak link broke at about 500ft and the pilot was able to lower the nose and make a safe landing. | | | | | |
| 90 | Falke SF 25c | none | 19/06/18, 13:30 | none/none | 1500 |
| P2 control column detached in flight. The right seat removable stick was re-attached and secured with the locking wing nut. | | | | | |
| 92 | Ventus 2 | none | 21/06/18, 14:30 | none | 160 |
| While flying cross-country, the pilot noted that he needed full right aileron input to maintain control when using positive flaps. He made a PAN call and elected to land in a nearby farm strip. After selecting flap on the downwind leg he again needed full aileron input to maintain control, so chose to make a flapless landing. Looking at the controls after landing, the pilot noticed that with flap 2 set the starboard flaperon appeared to be extended more than the port flaperon. | | | | | |
| 94 | DG-303 | none | 22/06/18, 17:45 | none | 94 |
| Wheel-up landing. The pilot forgot to do any pre-landing checks at the end of a two-hour soaring flight. | | | | | |
| 98 | K-13 | minor | 27/06/18, - | - | - |
| Some beer barrels were stored in the hangar underneath the wing of the glider. The bung in one of the barrels was expelled with sufficient force to puncture the underside fabric of the wing. | | | | | |
| 99 | K-13 | none | 28/06/18, 9:00 | - | - |
| DI found that a safety locking pin of a K-13 airbrake control connection had been incorrectly inserted. | | | | | |

continued on page 66

BGA accident/incident summaries *continued*

| AIRCRAFT | | | | PILOT | |
|--|------------|-------------|-----------------|--------|----------|
| Ref | Type | Damage | Date, time | Injury | P1 hours |
| 103 | ASW 20 | none | 07/07/18, 13:10 | none | 884 |
| Strong sudden negative G while on aerotow threw a water bottle out of the storage pocket, striking the pilot on the head and dislodging her sunglasses. The distraction caused the pilot to lose position and the tug released the rope. | | | | | |
| 104 | K-6 | minor | 08/07/18, - | - | - |
| Damaged elevator. A car with attached tow dolly reversed towards the glider and the dolly struck the elevator, damaging the trailing edge and fabric covering. | | | | | |
| 106 | T-21 | substantial | 21/04/18, - | - | - |
| Pilot's knee struck the underside of the wing as the pilot climbed into the cockpit. A small hole was punctured into the wing skin. | | | | | |
| 107 | Duo Discus | minor | 03/07/18, 14:00 | - | - |
| Hail damage to gel coat from an unforecast thunderstorm while tied down at Gap Tallard. The glider was under covers and the damage was not noticed until after the next flight, wing flexing causing small circular cracks in the gel coat. See also 113 below. | | | | | |
| 108 | Grob Astir | substantial | 4/07/18 11:00 | - | - |
| Restriction in elevator movement noticed during pre-flight checks. Investigation revealed a recent crack in the aluminium undercarriage frame. The glider had not flown since returning from its annual inspection and the restriction had not been noticed during the DI. The report concludes that the damage had occurred while passing through a deep pothole on the way to the launchpoint. | | | | | |
| 110 | Junior | none | 05/07/18, 15:15 | none | 102 |
| Canopy opened during winch launch. The pilot released from the cable and was able to close the canopy before landing. He had been interrupted during his pre-flight checks. | | | | | |
| 113 | Duo Discus | minor | 03/07/18, 16:00 | - | - |
| Hail damage to glider parked outside with covers on at Gap-Tallard. | | | | | |
| 114 | SHK 1 | minor | 10/07/18, 11:15 | - | - |
| Gust blew the canopy over, putting a large crack running across 3/4 of the canopy. | | | | | |

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.