

# BGA accident/incident summaries

## AIRCRAFT

Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
146	DG-100	minor	30/08/18, 15:00	none	640
Canopy came open during winch launch, breaking on the fuselage and bending the hinge.					
147	DG-300	substantial	31/08/18, 14:30	none	711
Undercarriage damaged during field landing. At the end of the ground run, the glider ran over several deep ruts that had not been visible from the air, collapsing the undercarriage and causing significant damage to the retract mechanism.					
149	Grob 103	minor	05/09/18, 13:30	none/none	99
Front canopy came open at about 200ft ato during an aerotow. The instructor saw the P2 close and physically check the canopy during the pre-flight checks. The P2 may have started to open the canopy to speak to a launchpoint helper.					
150	Grob 109	minor	29/08/18, 15:40	none	500+
Burst tailwheel, bent tailwheel post and jammed castoring tailwheel mechanism found after a firm landing.					
153	K-21	minor	09/09/18, 16:30	none/none	447
Cracked canopy during heavy landing. The P2's round-out was late and shallow, the P1 took over but could not prevent a heavy landing. The P2 was bounced out of his seat during the landing and the button on the top of his hat may have hit the canopy.					
156	Grob Acro	minor	15/09/18, 13:50	none/none	983
Heavy landing. During the hold-off, the P2 pushed the stick forward to put the glider on the ground and the P1 was unable to take over in time to prevent a firm arrival. Some damage and delamination of the gel coat was noted around the main wheel in an area of previous repair.					
158	LS8	minor	15/07/18, 15:00	none	134
Field landing damage. At the end of the ground run, the glider ran over an animal burrow which tipped the glider onto its nose. Three weeks later the pilot rigged the glider again and only then did he notice that the gel coat under the nose had been scraped off by the hard ground.					
160	K-8	minor	23/09/18, 11:40	none	1014
Canopy came open at the top of the winch launch. The pilot was able to hold on to it for most of the flight, but when he let go to use the airbrakes the canopy struck the rudder, fortunately damaging only the canopy. The canopy locking lever was not fitted with the secondary lever lock strap.					
165	Perkoz	minor	30/09/18, 11:40	none/none	not reported
Aerotow "all out" given when two members were still in front of the glider wing. One member was knocked down and went under the wing, the other fell on top of the wing, pinning the wingtip to the ground. The instructor in the glider pulled the release, but the glider had enough momentum to pivot round the pinned wingtip, striking the tail of a glider parked off to the side of the runway, breaking the tail. The two members had been helping at the launchpoint and were walking across the runway in front of the glider as it was being hooked on. The wingtip holder on the port wing gave the visual signals to the tug before the members had cleared the starboard wing.					
166	PW6	substantial	24/08/18, 16:00	minor	24
Undershooting approach ended in boundary hedge. The early-solo pilot was briefed on the day's conditions and flew a check flight with an instructor before being cleared for a solo flight. After turning onto final approach the airbrakes were seen to come out and remain fully extended for the rest of the approach. The glider started to undershoot into the 15kt wind, but the pilot failed to make any adjustment to the airbrakes. The glider hit the hedge and then dropped to the ground. The pilot fractured a vertebra. The wings, fuselage and canopy were damaged.					
<b>2019</b>					
1	ASW 27	minor	04/10/18, 13:20	none	1933
Wheel-up landing damaged the underside of the fuselage. The pilot made a rapid, full airbrake descent from 22,000ft to avoid increasing cloud cover. While positioning for the airfield above cloud and coping with the strong wind and associated turbulence he omitted his normal pre-landing checks and forgot to lower the undercarriage.					
2	ASW 19	minor	09/10/18, 13:30	none	178
Heavy landing on upslope just short of the usual landing area. Returning from a wave flight, the pilot made a downwind radio call before setting up a half airbrake approach to a reference point a safe distance beyond the runway threshold markers. He reduced the airbrakes as he flew into descending air while passing over a valley next to the airfield and then he spotted the tug on final approach to a cross runway. Concerned that their landings would intersect, the glider pilot pulled out more airbrake briefly, then put the brakes away before rounding out. Just before the round out he noticed that his airspeed was 10kts slower than his target approach speed - the pilot was able to round out but not hold off. The glider impacted on the main wheel, leaving a 2m long, 10cm deep rut, bending the rods in the canopy locking mechanism.					

continued on page 66

## BGA accident/incident summaries *continued*

AIRCRAFT				PILOT	
Ref	Type	Damage	Date, time	Injury	P1 hours
3	Grob 109	substantial	19/10/18, 14:40	none	1742
<p>TMG tipped onto its nose during the landing ground run. After touching down, the TMG instructor prompted the student to use more brake, by which he meant more airbrake, enough to apply some wheel brake at the end of the airbrake lever travel. After the third such prompt, the student let go of the control column and applied the ratcheted parking brake between the seats. The TMG slowed and tipped onto its nose, damaging the propeller, spinner and underside of the cowling. The TMG remained on its nose as the pilots opened the front hinged canopy; unable to hold on to its weight it fell forward and was also damaged.</p>					
5	Duo Discus	destroyed	13/10/18, 12:30	none/none	5160
<p>Ditching in sea. The forecast indicated that the coastal cliffs some 20 miles from the airfield would be soarable so the pilots took a high aerotow, testing the engine after releasing and then gliding onto the cliffs. The first section provided some lift and they reached the first gap still some 1,000ft asl. After losing height crossing the gap and a section of lower cliffs, the P1 pointed out a landable field. Another pilot radioed that conditions were better "around the corner" and the P1's past experience was that the next section of cliffs would be easily soarable in the forecast wind so the pilots agreed to continue. After rounding the next corner at cliff top height the pilots found only sink and were now too low to turn back and land or to start the turbo. The P1 lowered the wheel and landed in the sea close to the shore; the glider floated long enough for the pilots to remove their parachutes before swimming to the shore. Both pilots had difficulty holding and climbing onto the rocks in the swell. After the flight, the pilots found out that the actual wind differed from the forecast by 20 or 30°. The P1 points out that the glider instrumentation calculated wind strength and direction by assessing drift when circling and, since they had not made a significant turn since releasing, he was relying on the forecast wind direction.</p>					
<b>Incidents</b>					
151	PA 25 LS8	-	30/08/18, 16:15	-	-
<p>Potential conflict between departing aerotow combination and LS8 on approach. The launchpoint signaller initially did not see the glider turning final, the LS8 pilot's radio message was not heard in the tug due to high noise level at full power and poor quality headset.</p>					
152	-	-	05/09/18, 19:05	none	-
<p>As the glider was being moved at the launchpoint one wing hit a trial lesson visitor across the back.</p>					
154	K-21	none	07/09/18, 14:40	none/none	-
<p>Aerotow rope break at low level soon after take-off from a small airfield. The P2 had allowed a bow to develop and although the P1 took over he was unable to prevent the weak links from breaking as the rope tightened. The P1 was able to turn round and land downwind back on the airfield.</p>					
155	Discus	none	07/09/18, 11:20	none	6750
<p>After erecting the turbo in flight, all the engine electrical systems failed. The pilot was able to complete a safe field landing with the engine out. The engine battery fuse had blown.</p>					
157	K-21	minor	15/09/18, 10:20	-	-
<p>Glider ran into the back of the tow vehicle after the tail dolly came apart. The rudder and elevator were both damaged. The wooden tail dolly wheel mount had separated from the dolly.</p>					
159	Open Cirrus	none	24/09/18, 13:35	-	-
<p>Tug upset at the top of an aerotow. The glider P1 pulled the release and then raised the nose without first confirming that the rope had actually released.</p>					
161	K-21	none	07/09/18, -	none/none	-
<p>Low-level winch launch failure demonstration ended with the visiting instructor having to groundloop the glider to avoid over-running into the boundary fence. The glider was undamaged.</p>					
162	Discus	none	26/09/18, 13:00	none	-
<p>Elevator control restriction was felt for a few seconds during a winch launch. After landing, the pilot and an instructor examined the glider, but could find no reason for the restriction. When the restriction was felt again on the next flight the pilot abandoned the launch. A BGA inspector was asked to inspect the glider, but could not find a reason for the restriction. It was suspected that the lead ballast in the tail may have moved during the launch so the pilot changed the ballast securing method. No restriction was felt during four subsequent winch launches.</p>					

## BGA accident/incident summaries *continued*

### AIRCRAFT

Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
163	Junior	substantial	29/09/18, 10:45	-	-
As the wind picked up, the glider was pushed out of the launch queue and parked. Some time later the canopy blew open, breaking the retaining stop allowing the transparency to hit the fuselage, breaking a section of the canopy. The canopy hadn't been opened when it was pushed offline, so it must have been left in the launch queue with the canopy unlatched.					
164	K-21	substantial	29/09/18, 16:00	-	-
Retrieve buggy reversed into glider's rudder, damaging the trailing edge. The vehicle's brakes were later found to be unserviceable.					
167	EuroFOX	none	02/09/18, 11:30	none	-
The glider got high during the aerotow. The tug pilot wanted to release the rope, but the release handle below the throttle was obscured by his hand on the throttle. By the time he had found the release, the glider pilot had already released. The pilot recommends moving the release handle to a more visible position.					
<b>2019</b>					
4	ASW 15	none	19/10/18, 11:40	none	775
Airbrakes came open after bouncing off the ground during an aerotow launch. The glider pilot was certain that the airbrakes were locked before take-off; radio calls from the tug and the launchpoint alerted the pilot, who was able to close the airbrakes, and the EuroFOX tug was able clear the boundary trees. The tug pilot was concerned that the emergency release was inconveniently sited and the club intend to ask the manufacturer to re-position the handle.					
6	Junior	none	21/10/18, 15:00	none	26
PIO on landing ended in a ground loop. After a check flight and two solo flights in a K-13, the pilot was given a type briefing for the Junior. The flight went well until the glider bounced on touchdown. The pilot closed the airbrakes and then opened them again. Three more landings followed, ending in a 180° ground loop.					
7	ASH 31	minor	24/10/18, 08:00	-	-
Rudder destroyed when towbar came loose from the tail dolly. The securing nut on the Cobra towbar attachment arm worked past the shoulder on the tail dolly attachment, the towbar separated from the tail dolly and glider ran into the rear of the car.					
8	Twin Astir	none	07/10/18, 16:00	none/none	1721
Trial lesson field landing. The pilot reports that he could have landed back on the hill top airfield if his decision making had been more conservative. The field had been picked with plenty of time and the landing itself was uneventful.					

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.