

BGA accident/incident summaries

AIRCRAFT

Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
39	ASW 20	substantial	20/03/19, 13:40	none	97
<p>Glider landed on the nose. After flying a half-airbrake approach, the glider touched down firmly on the mainwheel and bounced, nose up, about 6ft back into the air. The pilot moved the stick forward and the glider then landed heavily on the nose, leaving a crack in the fuselage underside. The pilot had not flown the glider for five months.</p>					
40	K-13	minor	21/02/19, -	none	18
<p>Canopy opened during winch launch. The pilot had shut the canopy to complete his pre-flight checks, but then opened the canopy to talk to another member. The glider was known to have a "sticky" canopy locking mechanism and the pilot reports that in future he will check that the locking bolts are fully engaged before launching.</p>					
42	SF-25	substantial	11/03/19, 12:00	none	228
<p>Prop strike. A few seconds after landing, the handling P2 released the spoiler handle and the TMG took off again. The P1 took control, re-opening the spoilers and holding the stick aft, but the subsequent touchdown was firm enough to allow the propeller to strike the ground.</p>					
45	Twin Astir	destroyed	24/03/19, 14:30	none/minor	671
<p>Heavy landing on the nose. After a simulated winch launch failure at 200ft ato, the P2 set up an approach to land ahead. The approach appeared to be high enough to fly over a tumulus, but the mainwheel struck the top, bouncing the glider upwards. The nose then pitched down, severely damaging the nose in the subsequent impact. The P2 injured his ankle.</p>					
48	DG-505	minor	25/03/19, 16:50	none/none	3694
<p>Wheel-up landing left minor scratches in the gel coat.</p>					
50	ASG 29	minor	25/03/19, 16:45	none	3927
<p>Wheel-up landing. After returning from a cross-country flight the pilot omitted the pre-landing checks and landed with the wheel up, leaving some delamination and a split in the underside of the fuselage.</p>					
51	Arcus	substantial	26/03/19, 15:00	none	3143
<p>Crashed into trees. Coming back to the airfield, the pilot converted final glide speed into height a few miles short of the club and set the flaps to neutral in preparation for joining the circuit. He thinks that he must have opened the airbrakes to lose some extra height before lowering the undercarriage and making a downwind call over the radio. Noticing a high sink rate he decided to make a straight-in approach to land downwind and made another radio call to that effect. The glider continued to sink rapidly and the pilot realised that he would not reach the airfield. Faced with the choice of landing on buildings, a recreation field that might have people on it, or trees, he chose to land in the trees.</p>					
54	Slingsby Swallow	substantial	03/04/19, 13:00	none	27
<p>Stalled during round out. Unable to find lift after his third disappointing winch launch, the pilot flew a circuit intending to land by the hangar. The light crosswind that had led to the disappointing winch launches also meant that there was no tailwind on the downwind leg. Witnesses report seeing the glider fly a very low, slow and shallow banked final turn before landing heavily. The airbrakes were not used and the pilot reports not remembering what airspeed he was flying at. The wheelbox area and starboard fuselage were damaged in the impact.</p>					
61	K-18	substantial	05/04/19, 13:30	none	460
<p>Damage to nose skid and fuselage. The pilot set up an approach into the strong wind across the short width of the airfield. Witnesses report seeing no airbrake during the approach and the landing ground run finished across the perimeter track. The pilot reports that the landing was normal and there were no signs of a heavy landing on the airfield. After a subsequent flight, another pilot noticed a crack in the nose skid during a pre-flight walkaround and a detailed inspection revealed damage to the fuselage.</p>					

Incidents

41	K-13	none	23/02/19, 12:50	none	127
<p>Field landing following precautionary release at about 400ft ato. The tug pilot noticed a high oil pressure indication shortly after take-off so reduced the throttle to keep the pressure within limits. This resulted in a slower climb rate and when a large bow developed in the rope the glider pilot elected to release and land in a known emergency field. The club tug master subsequently found that the aircraft oil pressure gauge red line was marked at a lower pressure than specified in the aircraft flight manual.</p>					
43	-	-	23/03/19, -	none	-
<p>Winch cable pulled from member's hand as the member was reaching to attach the cable to a glider. Two separate gliding organisations operate from the airfield, only one of which is a member of the BGA. The winch driver had misinterpreted the launch signal from the other organisation to their own winch as being directed at him.</p>					

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44	DG-303	none	24/03/19, -	none	284
<p>Heavy landing. After getting low on the ridge the pilot elected to land. He felt that he was too low to make a safe circuit to the runway in use and chose to make a circuit onto a crosswind runway, parallel to the ridge. In the prevailing conditions the approach to this runway was known to be turbulent and affected by curlover from the ridge. The pilot reports encountering severe turbulence below 200ft agl and using large control movements to maintain control. As he rounded out, the nose pitched down and the glider landed on the underside of the nose.</p>					
46	K-21	-	24/03/19, -	-	-
<p>After the DI had been completed, the battery was found to be incorrectly secured.</p>					
47	K-21	none	17/03/19, 11:30	none/none	-
<p>After a simulated winch launch failure as part of an annual check, the P2 performed a robust recovery, during which a number of items floated out of the unsecured side pocket. After returning to normal flight the P2 replaced the items and continued with the flight. On final approach the P2 tried to open the airbrakes, but found that the handle would not move. Looking down, he could see his mobile phone wedged deep into the slot in the seat pan, too deep to be pulled out. It was only after the phone fell under the seat pan that the P2 was able to use the airbrakes and land normally.</p>					
49	K-13	none	25/03/19, 13:20	none	25
<p>Field landing. The pilot had flown several hours as P2 during previous visits; on this occasion, after a check flight, he was cleared to fly solo. He flew down the ridge, but failed to find much lift as the wind had reduced and veered. Halfway back to the airfield and below ridge height the pilot chose to make a safe landing in a field nearly two miles from the club. The DCFI suggests a more detailed pre-flight briefing would have been helpful.</p>					
52	Puchacz	-	27/03/19, 14:45	-	-
<p>On opening the canopy from inside, the pilot used the levers on both sides of the cockpit, thereby activating the emergency release and detaching the canopy. He tried to re-attach the canopy, but kinked the Bowden cable leading to the canopy opening limit cord in the process. This cable broke when it was straightened.</p>					
53	PA-25	none	28/03/19, 14:00	none	1850
<p>Engine stopped at 2,700ft ato during aerotow. After the glider released, the pilot was able to glide back to the airfield, making two unsuccessful attempts to restart the engine before concentrating on flying a safe landing. After the tug was towed off the runway another tug pilot noted that the fuel gauge indicated low fuel and, once refuelled, the engine ran perfectly. The tug pilot had misinterpreted the markings on the fuel gauge and believed he had enough fuel for the tow.</p>					
55	Ventus 2	none	02/04/19, 15:45	none	1557
<p>Wheel-up landing. The glider had just come out from an annual inspection and had been fitted with a new instrument panel. During the flight, the fuse on the engine battery blew when the pilot tried to retract the pylon. The pilot remembers carrying out his pre-landing checks, but in the stress of landing with the engine out neglected to actually lower the wheel.</p>					
56	DG-300	none	24/03/19, 14:00	none	195
<p>Winch launch stopped before the glider took off as the launch crew noticed that the canopy was not properly locked. During debrief the pilot reported that everything felt normal when he moved the levers to the locked position and that the canopy resisted upward pressure. The CFI suggests that the 20-knot headwind blowing on the front-hinged canopy may have held the canopy down during the pilot's check.</p>					
57	SF-25	minor	27/03/19, 11:30	none/none	784
<p>While exiting the TMG, the P2 put his hand on the rear canopy perspex which then cracked. The report suggests using the seat back for support as far as possible when getting out.</p>					
58	DG-800	minor	07/04/19, 14:30	-	4157
<p>Glider hit parked car while being towed to the launchpoint, damaging the outboard section of the aileron.</p>					
59	-	-	07/04/19, 14:10	-	-
<p>Large drone spotted on two occasions overflying the upwind end of the airfield at various heights down to 20ft agl.</p>					
60	SF-25	none	24/02/19, 14:15	none	162
<p>Field landing after engine failure. About 30 miles into the flight, the pilot noticed that the cylinder head and oil temperatures were a little higher than usual, although the oil pressure was normal. He decided to return to the airfield, but as he got closer the engine started to lose power. Unable to maintain level flight, the pilot started to assess his landing options. When the oil pressure dropped to zero and the engine stopped, the pilot was able to make a safe circuit and landing into a field. After landing, the pilot could see oil dripping from the cowling and there was no oil on the dipstick.</p>					

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62	K-21	-	13/04/19, 15:40	-	141
Airprox report. Despite keeping a good lookout, the pilots were surprised by a fast-moving single-seat glider passing 30ft directly above them while circling in a thermal. They had not received a FLARM warning.					
63	Grob 103	minor	14/04/19, 10:30	-	-
Unlatched canopy blown open by propwash. The canopy retaining clip and one hinge broke, the other hinge was damaged.					
64	EuroFOX	none	14/04/19, 13:50	none	67
Suspected carburettor icing. After the glider released at 3,000ft ato, the tug pilot reduced power and applied carburettor heat. He opened the throttle every 500ft during the descent to warm the engine, but as he descended towards circuit height the engine began misfiring. By the end of the circuit, the pilot was using almost full throttle just to maintain height. The engine stopped just as the pilot began to round out, but he was able to make a safe landing.					
65	Ventus	-	14/04/19, 12:15	-	-
Airprox with drone at 3,800ft.					
66	Grob 109	substantial	15/04/19, 17:00	-	-
Hangar damage. While the TMG was being pulled out of the hangar, the swivelling tailwheel rotated through 180°. The tail moved sideways as the wheel turned, the tailplane struck a stanchion damaging the gelcoat and structure at the tip of the tailplane and elevator.					
67	Perkoz	none	19/04/19, 16:30	none/none	1314
During the last flight of the day, the pilot decided to fly a beat-up of the airfield before landing by the hangar. Witnesses at the launchpoint watched the glider fly down the airfield at high speed at about 20ft agl. As it approached the launchpoint the glider banked slightly and the wingtip scraped along the ground for about a second. After landing, grass stains were visible on the wingtip. The CFI points out that the club had banned beat-ups some years previously to prevent this type of incident.					
68	Astir	none	17/04/19, 14:00	none	32
Wheel-up landing. The pilot had lowered the wheel as part of his pre-landing checks, but then retracted it as he turned into a strong thermal on the downwind leg. The wind was blowing the thermal towards the airfield so the pilot left the thermal and continued his circuit, but neglected to lower the undercarriage again.					

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.