

BGA accident/incident summaries

AIRCRAFT		Damage	Date, time	PILOT Injury	P1 hours
Ref	Type				
124	Discus	minor	16/07/19, 15:30	none	5000
Undercarriage collapsed during the aerotow ground run. The glider was dragged along the ground for a few seconds, damaging the underside of the fuselage, before the pilot could locate and pull the release.					
128	ASG 29	minor	18/07/19, 15:45	none	2500
Wheel-up landing caused minor damage to the front fuselage underside. After using the turbo to motor back towards the airfield the pilot was unable to stop the propeller from turning, despite slowing to stall speed, and therefore unable to retract the engine. The drag from the extended engine meant that the pilot had to restart the engine to get within glide range of the airfield before flying a straight-in approach. While coping with the engine distraction the pilot omitted his pre-landing checks and landed with the wheel up.					
129	DG-505	minor	26/07/19, 11:30	none/none	1373
Heavy landing. Late in the approach the airspeed reduced, the P1 prompted the P2 to maintain approach speed so the P2 lowered the nose. The subsequent round out was late and ineffective, the tailwheel burst and the nosewheel fairing broke off during the landing. The low-airtime P2 was making his first attempt at landing on only his second flight after a long (5+ years) absence from gliding. The report refers to the accident as a late takeover by the instructor, BGA analysis suggests that major errors at critical stages of flight are frequently unrecoverable by the P2 and that instructor take-over is safer.					
130	SF 27	substantial	03/07/19, 13:10	none	9
Wingtip caught in crop. The pilot recovered from a winch launch failure at a few hundred feet ato and elected to land long where the airfield was wider. However, he opened the airbrakes and began to descend into the 50m-wide centre part of the runway. The low-time pilot, on his first flight on type, had not lined up with the middle of the runway and a wingtip caught in the crop at the edge of the runway. The glider groundlooped, damaging the nose and twisting the rear fuselage.					
133	Cirrus	destroyed	27/07/19, 12:00	fatal	-
AAIB investigation.					
137	Dimona	substantial	03/08/19, 17:30	none/none	24
Heavy landing. The P1 was blinded by the sun on final approach and the TMG hit the ground hard before completing the round out. One of the undercarriage legs broke on impact.					
138	SB 5	destroyed	07/08/19, 14:05	serious	60
AAIB Investigation.					
139	Cirrus	minor	07/08/19, 14:10	none	377
Field landing damage. By the time the pilot realised that he would not make it back to the airfield there was only one suitable landing field available. The pilot flew a crosswind landing into the field and applied the wheel brake. The wheel sank into the harrowed surface, stopping the glider abruptly and tipping it onto its nose. The underside of the nose was damaged, an undercarriage door broke off and the wing spigot bearings damaged .					
140	Nimbus 4	substantial	08/08/19, 13:30	none/none	not reported
Competition field landing damage. After the engine failed to start, the pilot continued the circuit into the chosen field. The landing direction was across the slight slope and the uphill wingtip caught in stubble, groundlooping the glider. The rear fuselage broke off and the tailplane was damaged.					
141	K-13	minor	13/08/19, 13:35	none	13
Heavy landing damaged nosewheel. A witness reports that the pilot reduced the airbrakes before rounding out. The glider ballooned a few feet, then started to descend again before running out of energy about 3ft agl.					
143	Dimona	destroyed	15/08/19, 16:05	none	838
Heavy landing in gusty conditions. The pilot reports that a gust hit the TMG as he was rounding out. The aircraft ballooned and then landed heavily. The pilot tried to taxi off the runway, thinking that the tyres had burst. In fact, the undercarriage had broken, the fuselage was cracked and the propeller had struck the runway and broke. The CFI points out that the pilot could have flown a go around after the ballooned round out. He also pointed out that the pilot hadn't flown for over a month and that a nearby club had stopped flying because of the gustiness of the wind.					
146	DG-300	minor	18/08/19, 14:30	none	100
Field landing groundloop. The ground run was across a slope and the port wing caught caught on the ground. The ground loop damaged the root of the port wing, as well as the gel coat on the underside of the glider.					

BGA accident/incident summaries *continued*

AIRCRAFT

Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
148	K-8	substantial	30/08/19, -	none	12

Wingtip hit tree on final approach. The K-8 was seen to be thermalling downwind of the airfield. After leaving the thermal the student pilot realised that the wind had backed and he was too low to fly a normal circuit so set up a straight-in approach to the reciprocal runway, which was now more into wind. His approach path took him too close to the only tree on the downwind side of the landing area. The left wing caught in the tree at about 15ft agl, yawing the glider before the pilot was able to regain control and make a safe landing. The impact left an 8" wide hole in the leading edge of the wing.

Incidents

125	ASW 15	none	19/07/19, 10:30	none	530
Tug upset at 400ft ato. The glider pilot was stung or bitten on the right arm and as he flinched he pulled the stick back.					
126	K-6	none	16/07/19, pm	none	-
Pilot felt unwell during flight so returned to the airfield.					
127	Mosquito	none	16/07/19, 12:35	none	396
Tug upset. After reaching his requested release point, the glider pilot flew a climbing turn away from the tow rope before actually pulling the release. The tug was tipped into a dive and the tug pilot tried to pull his release, but the weak link broke first. At the same time, the glider pilot pulled his release and the rope was lost over farm land. The report points out the importance of verifying that the rope has released before climbing away from the tow.					
131	DG-505	none	28/06/19, 12:00	none/none	7018
EuroFOX tug and glider divergence during aerotow. While completing a boxing the wake exercise the glider climbed from the bottom right to top right a little too far to the side and slightly too high, yawing the tug and slowing it. The tug pilot responded by lowering the nose, but this put the glider even higher relative to the tug, slowing the tug even further. The glider pilots were unable to steer the glider quickly enough to prevent the divergence increasing and so pulled the release. A recreation of the situation on a second flight led to a repeat of the divergence. The report suggests that light weight tugs such as the EuroFOX are more prone to this effect.					
132	T-61	none	28/06/19, 15:30	none	600
Undershot approach landed short of the airfield. The pilot had not flown the TMG for several months as it was grounded as it transitioned from CAA to LAA oversight. The pilot shut the engine down at 2,200ft ato, intending to fly a glider circuit. However, he positioned the base leg too far back in the 15G25 knot wind so attempted to start the engine. Despite several attempts, the previously reliable engine failed to start and the TMG landed in a crop field well short of the airfield.					
134	K-6	none	28/07/19, 13:30	none	87
Canopy detached during winch launch, drifting and landing undamaged in crop while the glider pilot rejected the launch and landed on the airfield. The canopy was attached to the fuselage using two rear lugs fitted into sockets in the fuselage and a locking lever holding down the front of the canopy. The pilot had locked and then unlatched the canopy to prevent over-heating twice before launching due to gliders landing on the airfield in front of the launchpoint.					
135	PA 18 LAK 19	substantial substantial	14/07/19, 11:50	none none	845 -
Tug taxied into glider. The tug backtracked until abeam the glider and then turned towards the glider. The tug's left wing struck the raised right wing of the glider and the tug then yawed into the leading edge of the LAK wing before the tug pilot could stop the engine. The glider's wing was severely damaged, the propeller and spinner of the tug were damaged and the engine shock loaded.					
136	K-21	none	29/07/19, 14:30	none/none	1380
Cable drifted off airfield after cable break. The wind was forecast to back and increase, the duty instructor was expecting to have to stop launching at some point as the wind became increasingly across the runway. On the last flight the P2 did not adequately correct for drift in the climb and the instructor was unable to verbally coach the P2 into correcting by the time the cable broke. The cable landed in some trees across a road bordering the airfield.					
142	ASW 19	none	12/08/19, 12:00	none	530
Airbrakes opened at start of aerotow. The pilot cites a number of factors including lack of currency, the new pre-flight mnemonic, launchpoint distractions. The pilot did not notice the signal from the tug and it was only after several radio calls that he realised that the brakes were open.					
144	Skylark	none	17/08/19, 11:50	none	1100
The report refers to a "catapult" launch failure due to premature release by ground crew. No further information.					

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BGA accident/incident summaries *continued*

AIRCRAFT

Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
145	Astir	none	21/08/19, 14:55	none	8
Wheel-up landing. Returning after a local soaring flight, the pilot recognised that he would not be able to reach the high key area. He ended up flying straight onto final approach, realising late in the approach that he had forgotten to lower the undercarriage.					
147	Grob 103	none	25/08/19, 12:40	none/serious	228
Trial flight passenger tripped on the cockpit edge while exiting the glider, fell to the ground and fractured her wrist.					
149	DG-100	none	23/08/19, -	none	-
Insecure tailplane due to distraction while rigging. After putting the wings on the pilot placed the tailplane onto the fin and went to the cockpit to fetch the screwdriver to secure the tailplane locking bolt. At this point he was asked by the pilot of a glider in an adjacent trailer to move his glider to make room for the other pilot to rig. The pilot put the tow out gear onto the glider and towed it towards the launch grid. On the way he noticed in the mirror that the tailplane was at an unusual attitude and realised that he had forgotten to secure the tailplane locking screw.					
150	LS4	none	24/08/19, 16:20	none	164
PIO during aerotow take-off. The aerotow rope had been attached to the glider's winch hook, the pilot released when the PIO started and landed off the airfield.					
151	Pegase	none	01/09/19, 13:00	none	27
Aerotow aborted due to unusual banging noise as the glider lifted off. The glider had been rigged and inspected by an experienced member, who used the opportunity to train an unqualified pilot. The club required a secondary independent inspection after rigging, but the member asked the unqualified pilot to sign the DI book so he could then sign for the independent inspection. The pilot who was to fly the glider noted the absence of wing tape during his walk round, but did not want to delay taking off on a good soaring day. In the event, the fuselage inspection hatch was also not taped down and therefore unfastened. It came off during the ground run and was left dangling on a restraining wire.					
152	Astir	none	31/08/19, 11:00	none	-
While de-rigging the glider for its annual inspection the club members noted that the rear wing locking collars were not fastened. One was in the closed but unlocked position, the other in a partially locked position. The glider had been inspected seven times since being rigged. The rear locking pins were not visible from the cockpit and could only be visually inspected by opening the fuselage inspection hatch.					
153	K-18	none	25/09/19, 15:50	none	23
Stall after winch launch failure. The winch driver saw the cable detach from the glider below the full launch height, he then watched the glider briefly remain in the climb attitude before the nose dropped and the glider entered an incipient spin. The pilot recovered from the spin and flew a circuit to a safe landing. The pilot reports being current on launch failure practice and cannot explain why he failed to fly the normal winch launch failure recovery.					

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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