

BGA accident/incident summaries

AIRCRAFT				PILOT	
Ref	Type	Damage	Date, time	Injury	P1 hours
4	Puchacz	substantial	09/10/19, 14:00	none/none	not reported
<p>Undercarriage frame tubes fractured. The glider made a normal landing onto the grass landing area but when the pilot applied some wheelbrake a loud bang was heard and the glider quickly stopped. The two port side support tubes in the undercarriage frame had fractured just above the axle housing, the starboard tubes had then bent inwards. The glider had to be de-rigged on the runway. The maintenance engineer suspects previous damage.</p>					
7	Grob Astir	minor	13/10/19, 11:15	minor	134
<p>Broken canopy. PIO on final approach ended with a heavy landing. The pilot's head hit the canopy, breaking the canopy and leaving the pilot with a stiff neck. The FLARM trace and eye witness accounts report that the approach was flown at at least 70kts, despite the light wind.</p>					
9	LS4	minor	09/10/19, 13:35	none	17
<p>Landing gear collapse. The pilot reports lowering the undercarriage during his pre-landing checks and physically checking that the lever was in the down and locked position. After touching down on the runway the wheel retracted and the glider scraped to a halt, damaging the underside of the fuselage.</p>					
10	SF 25C	minor	22/10/19, 11:15	none/none	1313
<p>The engine started to run rough during the take off ground run so the P1 closed the throttle and stopped the TMG on the runway. The engine had blown a valve.</p>					
11	Grob 109	minor	19/11/19, 14:00	none/none	not reported
<p>Engine failure during circuit training. After flying a go-around, the TMG turned onto the crosswind leg but, at about 700ft agl, the engine note changed, there was a smell of burning and the engine lost power. After landing on the runway the engine stopped completely. Having removing the cowlings, the pilots found that the silencer had cracked and the rest of the exhaust was missing. The CO2 detector had also changed colour.</p>					
15	Jabiru Junior	substantial substantial	27/10/19, 14:20	minor/minor	not reported -- --
<p>Collision with parked glider. The Jabiru was on approach to land when it struck the Junior, which was parked in the winch queue. See AAIB monthly report 5/2020.</p>					
18	K-21	substantial	10/11/19, 11:20	none/none	2,188
<p>Glider hit tree. The glider took an aerotow intending to do some stalling exercises; during the tow some low cloud with a base around 1,300ft agl was encountered a few miles upwind of the airfield. The glider released at 2,000ft agl abeam the airfield before turning downwind to conduct the stalling exercises, including stalling in a turn. At the completion of the exercises the glider was nearly 6km downwind of the airfield. The P1 took control for the glide back to the airfield. He judged that the trailers near the airfield entrance were "very, very slowly" moving down in the canopy while flying at a constant airspeed so assessed that they would be able to glide back to the airfield. Even after passing through a small drizzle shower the P1 felt confident that they would reach the airfield. As they approached a line of trees about 400m short of the airfield the glider suddenly lost height, possibly due to curlover, and the glider lodged in the top of the trees. Neither pilot was injured, but the pilots had to be extracted by the emergency services, the glider was later removed by crane.</p>					
20	Grob 102	substantial	07/11/19, 14:55	none	205
<p>Glider hit vehicle during landing ground run. Due to the wet ground the launchpoint was positioned further down the runway than normal, leaving about 400 metres of runway available for gliders to land and stop short of the launchpoint. The glider landed close to the end of the runway, but the pilot allowed the glider to continue rolling to minimise the retrieve distance. By the time he noticed the vehicle it was too late to stop or turn. One wing hit the vehicle, yawing the glider until the nose struck the car. The wing suffered some compression damage to both the lower and upper surfaces, a cross tube support bracket in the fuselage was dis-bonded and there was some scuffing damage to the nose. The pilot reports that the vehicle was not there when he moved the glider into the launch queue and that he had seen other pilots extend the landing ground run and thought that it was a good idea.</p>					
23	K-21	minor	16/11/19, 11:50	none/none	1,000
<p>Tailwheel tyre damaged. After a 4,000ft tow and an aerobatic training flight, the P2 set up a circuit. Both pilots recognised that the glider was high on approach, but the P2 felt that, at worst, the glider would be landing long. The P1 took control at about 200ft agl and initiated a steep sideslip. Although the P1 took off the sideslip before rounding out, a bang was heard from the rear of the aircraft as the glider touched down. The tyre had been torn off the rim of the tailwheel and the glider was taken offline until the tyre could be replaced.</p>					

BGA accident/incident summaries *continued*

AIRCRAFT Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
Incidents					
5	PA 25	none	12/10/19, 13:35	none	428
Tug field landing after engine failure. The aircraft had been refuelled and the oil levels checked before the flight. The pilot reports the engine running roughly after applying carburettor heat during the descent, but then settling down for the rest of the descent. When the pilot reduced power and closed carb heat on the base leg, the engine started to cough, black smoke entered the cockpit and all engine power was lost. Pumping the throttle had no effect. After turning onto final approach, the pilot applied full flaps and sideslipped into a field short of the airfield. By holding off as long as possible the pilot was able to prevent the tug from nosing over in the soft ground. Leaning the fuel supply did not stop the engine so the pilot had to turn off the magnetos.					
6	Pilatus	minor	02/10/19, 15:00	-	-
Towing incident. After landing on the airfield, club members brought the pilot's tow gear to the glider and towed it off the landing area behind a campervan. As he unhitched the glider the pilot noticed some slight damage to the trailing edge of the elevator. After looking further he noticed that the top of the fin had been twisted and the trailing edge buckled. The tow gear had adequate clearance when the glider was towed behind a car or SUV, but the higher rear end of the campervan caught the edge of the elevator when turning.					
8	SZD 59	minor	12/10/19, 11:50	-	-
Towing incident. The pilot was towing his glider between a line of parked cars and a parked glider. His attention was mostly focused on keeping clear of the parked glider and he didn't notice that one of the cars was closer than the others. One wingtip caught on the car and the tail dolly was pulled off the towbar. The tip of the starboard tailplane was damaged and the port side of the fin under the tailplane spar was split.					
12	EuroFOX	none	17/10/19, 13:40	none/none	12,000
Engine failure. The tug had just had a new engine fitted and was being flown on its annual Permit to Fly renewal flight test. At about 3,000ft agl the oil pressure dropped to zero and the oil pressure warning activated. The pilots noticed some oil smoke coming into the cockpit and opened the vents to clear it. The power was reduced and the pilots headed back to the airfield, but after a few minutes the engine began to run rough and then stopped. The pilot made a safe field landing two miles from the airfield.					
13	Junior	none	19/10/19, 15:10	none	-
Airprox between soaring gliders and parachutists. The reporting pilot was heading towards another thermalling glider when he saw a parachute open "very close" to the other glider. He turned away and then later started his circuit but as he turned onto final approach he saw another parachute heading straight towards him, about 50-100ft above him. The gliding airfield is located within the ATZ of a nearby airfield with a parachuting operation; on this day the gliding club was upwind of the parachute airfield. The club had a code of practice agreed with the previous operators of the parachute centre, but had not yet had a chance to meet the new parachuting operation.					
16	Grob 103	none	27/10/19, 10:40	none/none	961
Landing run too close to the launch point. The instructor requested that the winch driver initiate a launch failure at a random height. The P2 reports recovering from the launch failure and preparing to land ahead before the P1 took control. The watching CFI was also expecting the glider to land ahead and was subsequently surprised to see the glider turning sharply to the right at low level before setting up an approach to land in the narrow gap between the launchpoint vehicle and the airfield boundary. Marks left in the soft ground show that the glider first touched down 35 metres west of the launchpoint vehicle, but bounced slightly and remained airborne. The glider was now running out of landing room so the P1 started a turn to the left. The wingtip skid touched the ground 3m from the launchpoint bus and missed the back of the bus by 2m. The glider landed again 30m east of the bus and bounced a couple of times before its final touchdown ended in a skidding turn to the left.					
17	Duo Discus	none	30/10/19, -	none/none	407
Landing runway over-run. The pilots were part of a club expedition to a wave site when the P1 was asked to fly an aerotow instruction flight with the inexperienced P2 in the Duo. The P1 had not instructed from the rear seat of the Duo before, nor had he instructed at this site before. However, he rationalised that he was current at this site in his own glider and the P2 was a Bronze level pilot. The pre-flight briefing focused mainly on the take-off, but the circuit and landing was also discussed, although approach speed in the light wind was not covered. At the end of the flight the P1 let the P2 plan and fly the circuit to assess his judgement. The downwind leg was extended but, even so, both pilots recognised that they were slightly high on the approach and the P2 recalls increasing the airbrakes. The P1 reports that the approach was flown at 65kts, the P2 reports maintaining the reference point before starting to round out at 65kts. The glider touched down in the second half of the runway, but bounced					

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BGA accident/incident summaries *continued*

AIRCRAFT

Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
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Continued from p65

slightly. The P1 took control when the glider touched down again and immediately applied maximum wheel brake. The glider drifted off the right side of the runway and as it approached the steep slope at the end of the airfield the P1 groundlooped the glider, which subsequently rolled slowly backwards down the slope. The P1 suggests that he should have taken control during the final approach, but that he had not fully appreciated the implications of light wind when landing on a short runway.

19	K-21	none	19/10/19, -	none/none	1000
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Rope break during aerotow. The glider got out of position during the tow and the P1 prompted the student. The P2 was able to get back into position, but there was now a bow in the rope. The rope broke as it tightened at the same time as the P2 pulled the release.

21	Ventus 3	none	29/11/19, 10:00	none	8,000+
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While flying abroad the pilot needed to make a rapid descent so selected negative flap, full airbrake and accelerated to about 120kts. Once down to about 3,000ft agl he found that he was unable to reduce the airbrake by more than 10 per cent so prepared to fly the circuit and land with full airbrake. Only after several attempts and slowing down significantly was the pilot able to regain full control of the airbrakes. The pilot suspects that when using full airbrake at high speeds the airbrake lower blade may deflect and catch on the top surface of the wing aft of the airbrake box.

22	Puchacz	none	02/12/19, 15:35	none/none	259
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Take-off started with the canopy unlocked. The P2 suggested closing and locking the canopy to shelter from the wind, the P2 agreed to closing the canopy, but suggested not locking it until the at the usual time during the pre-take-off checks. The eventualities self-brief was longer than normal and when it was over both pilots forgot that the canopy was closed but not locked. The P1 noticed the canopy latch position during the auto-tow ground run and locked the canopy.

24	DG-505	minor	01/12/19, pm	-	-
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While being pushed into the launch queue some scuffing and a hole was noticed under the port wingtip. The damage had not been reported at the DI, the report speculates that a loose stone might have punctured the skin.

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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