

## BGA accident/incident summaries

AIRCRAFT		Damage	Date, time	PILOT Injury	P1 hours
Ref	Type				
154	K-13	substantial	27/08/19, 16:25	none/none	771
<p>Glider ran backwards into fence. After a successful recovery from a simulated launch failure the P2 started the circuit. The intention was to hangar land and a suitable reference point was nominated by the P2. However, the P2 turned onto base leg too close in and allowed the speed to increase to 70 knots. The P1 took over at 400ft agl and attempted to add sideslip to full airbrake to lose energy but, in the light wind, the glider landed long and the P1 chose to groundloop the glider before hitting the fence. One wing and the tailplane were damaged after hitting fence posts. The P1 reports that, in hindsight, turning away from the landing area would have been a better option. The CFI points out that taking over earlier would have given the P1 more time to assess the options.</p>					
155	DG-300	substantial	05/09/19, 13:30	none	731
<p>Undercarriage broke during landing. After a normal landing, about two-thirds through the ground run, the glider ran over a rough patch of ground, bending the undercarriage fork.</p>					
156	DG-1000	substantial	07/09/19, 15:30	none/none	1989
<p>Undercarriage collapsed during landing. The wheel retracted almost immediately on touching down and the glider slid for some 100 yards along a Tarmac runway. As the pilots got out, they noted that the undercarriage lever was still in the locked down position. The underside of the fuselage was severely abraded and internal damage to the undercarriage mechanism is assumed. The glider had a history of undercarriage issues and the pilots were thorough in checking that the wheel was locked down.</p>					
159	ASW 20	substantial	01/09/19, 12:20	none	1068
<p>Field landing damage. During a club expedition the pilot found himself low over unfamiliar territory. Although the best fields contained livestock, he was able to select a suitable field and set up a circuit. For reasons the pilot cannot recall, possibly related to the stress of landing out, the pilot rejected his chosen field and ended up landing downwind into a field which was too small. The pilot chose to groundloop the glider before rolling backwards into the boundary hedge. The tail boom broke and there was extensive damage to the fin and rudder.</p>					
161	ASW 19	substantial	02/09/19, 13:20	none	1024
<p>Hard landing. The pilot set up an approach onto the short landing area into wind on the ridge top airfield, but overshot the landing and flew back onto the ridge. A witness reports seeing neither the airbrakes nor the undercarriage during the approach. The pilot then set up an approach onto the longer landing run, parallel to the ridge and crosswind. The pilot believed that he was using full airbrake, but still overshooting; he also reports turbulence as he got lower and the glider landed heavily. It bounced a few times and groundlooped through 90° before coming to rest with a broken fuselage. The CFI's analysis of the flight trace shows the approach was flown at about 75 knots and the speed maintained until the glider hit the ground. The pilot points out that in his previous glider, an ASW 15, the airbrake and undercarriage levers were also on the left side of the cockpit, but that in the ASW 15, the relative positions were the reverse of the ASW 19.</p>					
163	Skylark 4	substantial	18/09/19, 16:15	none	1906
<p>Field landing accident. The skid sank into the soft earth on touchdown and then broke off, pulling the glider sideways. The right wing touched the ground and the glider groundlooped through 300°. The fuselage snapped, the skid broke into two pieces and the canopy was also broken.</p>					
165	Grob Acro	substantial	21/09/19, 14:40	none	23
<p>Heavy landing. The pilot had flown gliders solo before but, after a three-year break, he had flown several check flights on two separate days before being cleared to fly a solo flight. The glider was seen to make a normal approach using about two-thirds airbrake but, as he rounded out, the pilot experienced some PIO. He chose to close the airbrakes, but that made the PIO even worse. After a few oscillations the glider stalled at about 5ft agl and landed heavily, damaging the fuselage around the mainwheel area.</p>					
<b>2020</b>					
2	LS3	substantial	02/10/19, 13:00	none	22
<p>Field landing accident. While ridge soaring, the pilot pushed into wind to search for wave but found sink instead. After turning round to return to the ridge the sink worsened and he quickly found himself only 400ft agl. Selecting the only field without livestock or bales he landed uphill, but downwind. As he crested the slope he saw the field perimeter wall and tried to turn the glider. The glider slid sideways on the wet grass into the wall, damaging the leading edge and underside of the wing and scratching the fuselage. The CFI's report points out that flying the approach at 70 knots to allow for the round out onto an uphill slope may have contributed to landing longer than intended.</p>					

## BGA accident/incident summaries *continued*

AIRCRAFT Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
<b>Incidents</b>					
157	K-13	none	08/09/19, 11:20	-	5585
<p>After releasing from the cable, the student turned away from overhead the winch. As the wings rolled level the P1 saw another glider pass underneath, reasonably close, without triggering a FLARM warning. During a post-flight debrief the P1 was satisfied that there was no risk of collision as the other instructor had seen the glider and was keeping clear. However, the reporting P1 learnt that the other glider was flying with the FLARM switched off, despite having power available. The P1 had previously had a close encounter with another glider also flying with a switched off FLARM. He reported this latter incident to the club safety officer, who agreed that the club should encourage 100 per cent FLARM coverage in club gliders.</p>					
158	Mini Nimbus	none	01/09/19, 12:50	-	1241
<p>Uncommanded release during aerotow take-off. The launch helper seemed to have some trouble attaching the tow rope to the hook under the fuselage and in front of the mainwheel, but after the glider was pulled forward slightly during the 'on and secure' check the pilot was happy to proceed with the launch. The rope released from the glider at about 10-15ft agl; the pilot's hand was on the flap handle at the time. The pilot was able to land ahead. The launch helper reports that he had put the ring into the hook in an incorrect position.</p>					
160	Grob 103	none	27/08/19, 11:45	-	1638
<p>Wingtip touched the ground during a low-level turn. After recovering from a simulated low launch failure the P2 chose to land ahead. While holding off he felt that there was insufficient room to land straight ahead so started to bank the glider to turn towards an overshoot area. The P1 took control after the wingtip touched the ground and was able to land ahead. No damage was found during an engineering inspection and the glider was returned to service.</p>					
162	ASW 20	minor	08/09/19, 10:30	-	-
<p>While inspecting the fuselage following a heavy landing the previous day, the fuselage rolled over in the belly dolly, cracking the canopy. Both the canopy and frame need replacing.</p>					
164	EuroFOX	none	20/09/19, 11:40	-	-
<p>As the aerotow combination approached a rise in the airfield the tug pilot saw a TMG taxi out from a maintenance facility straight towards them. The tug pilot released the glider and was able to take off and overfly the taxiing aircraft. The TMG pilot had not received a briefing, but had seen the club's other tug parked at the fuel pumps and assumed that the club were not aerotowing at the time.</p>					
166	Alliance	none	01/09/19, 12:30	none/none	316
<p>Trial flight field landing. The instructor was monitoring the passenger's first attempts at flying the glider when he realised he had become disorientated and unsure of his position. Believing that he was upwind of the airfield, he followed some power lines downwind to the south. By the time the pilot realised that he was lost, the glider was getting low so the pilot made a safe landing in a field more than 10 miles from the club. The club safety officer points out that a single ground feature may not be enough to establish a location.</p>					
167	Astir	minor	18/09/19, 10:00	-	-
<p>A faulty tyre valve meant that the tyre was flat. Club members used a two-seat glider belly dolly to raise the fuselage, but the fuselage rotated slightly until the edge of the dolly caught under the partially open canopy on the hinge side. As the members continued to raise the dolly it pulled out the front hinge attachment screws, bending both the front and back hinges. The report recommends that club members seek the help of maintenance personnel whenever possible before working on club gliders.</p>					
168	Grob 103	none	17/08/19, 15:00	none/none	-
	Grob 102	none		none	407
<p>The 103 was circling near the airfield just above circuit height with a trial flight passenger. The 102 returned towards the airfield and passed close enough to the 103 that both pilots took avoiding action. The 102 then turned onto a downwind leg and again flew close enough to the 103 to necessitate avoiding action. Although both gliders were equipped with FLARM neither received a FLARM alert. It was later discovered that the club-owned 102 had a defective antenna plug. The report points out that the FLARM user's manual requires pilots to check that the power, GPS and send LEDs are continuously on before flight.</p>					

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# BGA accident/incident summaries *continued*

**AIRCRAFT**

Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
169	DG-505	none	21/09/19, 10:40	none/none	1876
Tug upset. The pilot reports pulling the release at 3,000ft ato and climbing away, not noticing that the glider was still attached. He then pulled the release again and the glider detached from the towrope. The tug pilot reports being pinned to the side of the cockpit with the Pawnee in a vertical attitude and seeing the underside of the glider in the mirror. He was unable to reach the release knob, but was able to recover to normal flight once the glider released.					
170	not reported	none	10/09/19, 17:30	-	-
Trial flight tug upset. The glider P1 reports that the passenger asked him to pass across her camera, which had been stowed in the rear cockpit. Initially he refused, explaining that he needed to focus on the tug. When he relented, the distraction led to the glider getting out of position. Instead of releasing the pilot chose to recover to the normal position. The tug pilot reports being rapidly tipped into a nose down attitude at about 500ft agl. He was reaching for the release when the tug responded to control input and returned to the normal attitude so he continued the tow.					
<b>2020</b>					
1	PA 25	none	02/10/19, 11:05	-	475
Car crossed landing area. The wind was light and variable so for this first tow of the day the tug took off to the north west but landed to the east. Just after touching down he looked ahead and was surprised to see a car crossing the landing area just in front of him. He noticed it too late to go around and estimates that the wingtip missed the back end of the car by about 10ft. The car driver reports that the gate was already open so he scanned towards the launchpoint and the south-west runway, but not to the east, the direction the tug was approaching from.					
3	SF 25c	minor	09/10/19, 11:00	-	-
While opening the canopy the pilot held on to the retaining strap to lower the canopy gently. The strap disconnected at the canopy end allowing the canopy to hit the cowling, leaving an 18" crack across 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](mailto:editor@sailplaneandgliding.co.uk) or by post to the address on p3.

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