

BGA accident/incident summaries

AIRCRAFT		Damage	Date, time	PILOT Injury	P1 hours
Ref	Type				
96	ASW 19	minor	06/08/20, 14:30	none	56
Airbrake/undercarriage lever confusion. In the light and variable wind, the club were using different runways for taking off and landing. The glider was seen to fly down the landing runway without losing height and when it reached the end of the runway it turned away to set up an approach to another cross runway. It flew down the runway low and fast before turning and flying low over some trees just outside the airfield. The last the witnesses saw was the glider making another low turn before it disappeared from sight. The glider landed safely, but wheel up, in a field near the airfield; the only damage was to an undercarriage door. The CFI's report after debriefing the pilot mentions that the pilot returned to the airfield with less than the usual circuit joining height and that the added workload led to the pilot leaving his hand on the undercarriage lever after lowering the wheel. He stresses the importance of returning to the airfield with sufficient height to perform pre-landing checks as well as identifying the correct controls.					
98	LS4	none	24/08/20, 14:10	none	180
The pilot misjudged his approach to a spot landing just inside the airfield, clipping and damaging some crop just outside the airfield.					
99	ASH 25	-	26/08/20, 13:15	fatal/minor	-
AAIB investigation.					
101	K-8	substantial	31/08/20, 15:05	none	239
Wingtip hit fence during low final turn. The glider was seen in the high key area so low that some witnesses expected the pilot to set up an approach to the reciprocal runway. Instead, the pilot flew a low circuit before making a very low final turn during which the wingtip caught on a boundary fence. The glider yawed through 180° before landing, breaking off the wingtip and twisting the fuselage. The pilot reports seeing 900ft on the altimeter during the downwind leg.					
102	Slingsby T-21	minor	31/08/20, 15:30	none	703
Heavy landing broke the nose skid. Although the pilot was experienced at flying vintage gliders, he was relatively new to the T-21. As the release handle is in the centre of the instrument panel the pilot, flying from the left seat, was holding the control column with his left hand. Early in the aerotow, at about 150-200ft ato, the pilot noticed some oscillations in pitch so decided to release to prevent a tug upset. Seeing trees and powerlines ahead he decided to turn back to land on the airfield. During the final turn to line up with the runway, the wingtip touched the ground, yawing the glider so that it landed sideways, breaking off the nose skid.					
108	DG-500	minor	31/08/20, 11:30	none/none	2287
Undercarriage collapsed during landing causing minor scuffs and scratches. The CFI reports that the P1 was very experienced in the glider and the wheel was seen to be down during the circuit. The P1 reports lowering the wheel as part of his pre-landing checks before joining the circuit. He thinks that he may not have moved the lever fully sideways into the locked down position.					
113	K-21	minor	09/08/20, 16:20	minor/none	645
Heavy landing. The flight was a mutual flight for two qualified pilots, with the front seat pilot nominated as the handling pilot. After an otherwise normal approach the pilot failed to round out sufficiently and the glider landed heavily. X-rays later revealed the front seat pilot had damaged a vertebra; the glider had damage to a forward frame adjacent to the nosewheel.					
Incidents					
95	Nimbus 2	none	01/08/20, 15:30	none	1300
Landing groundloop. While flying a high energy finish down a crosswind runway, the pilot noted a glider parked on the into-wind runway, apparently preparing for a winch launch. After pulling up into a circuit the pilot was unwilling to land on the into-wind runway, potentially conflicting with a winch launch, so committed to landing on the crosswind runway. The first half of this runway was barely wider than the glider's wingspan so the pilot elected to land in the wider northern half of the runway. Despite full flap, full airbrake and wheel brake, the pilot had to initiate the groundloop to prevent the glider running off the end of the runway. He cites lack of headwind and possible fatigue after a tricky cross-country flight as factors.					
97	Grob 103	minor	23/08/20, 17:30	-	-
As the glider was being pushed backwards into the T-hangar, and despite the presence of a member watching and guiding the tail, the end of the elevator struck the edge of the hangar causing minor damage to the elevator.					
100	Slingsby Swallow	none	29/08/20, 12:00	none	-
Flight with elevator trim cables reversed. The glider had previously been de-rigged by a group unfamiliar with the aircraft, who removed the trim cables before removing the tailplane, unaware that the trim tab was self connecting. After being stored for four years the glider was put through annual maintenance during which the trim cables were re-attached incorrectly. The pilot noticed that the trim tab was working during the DI but failed to realise that it was moving in the wrong direction. The reversed trim became obvious in flight, but the pilot was able to land safely.					
103	K-21	none	31/08/20, -	none	52
Positive G limit exceeded during aerobatic flight.					

BGA accident/incident summaries *continued*

AIRCRAFT					PILOT	
Ref	Type	Damage	Date, time	Injury	P1 hours	
104	Standard Cirrus	none	30/08/20, 14:00	none	79	Incorrectly rigged tailplane. While de-rigging after a landout the pilot realised that the tailplane had not been properly secured. The tailplane locking lever was not in the fully secured position; the safety pin designed to hold the lever in the locked closed position had been inserted prematurely and was preventing the lever from moving to the locked position. Although the tailplane seemed secure it was only a spring acting on the locking lever that was holding it in. The pilot was aware of the fatal outcome of a similar situation a year previously but had not read the AAIB report. As the glider was a student's union glider it was normally kept rigged in the hangar and had been DI'd several times and flown for approx. 30 hours since being rigged. The CFI's report recommends markings on the tailplane to indicate safe/unsafe lever position and further training in rigging and inspecting the glider. The BGA advises that a "glider should be rigged and a daily inspection carried out in accordance with the instructions provided in the Flight Manual ..." (Managing Flying Risk - Preparation for Flight web page.)
105	HpH Shark	none	31/08/20, 13:50	none	550	Airprox with another glider. While climbing in a thermal the pilot received a FLARM warning which quickly became an urgent warning. The pilot levelled the wings and headed away from the potential collision, catching sight of the other glider as he did so. The other glider made no noticeable change in heading as it flew through what would have been the reporting pilot's position had he not taken avoiding action.
106	K 21	none	07/09/20, 12:25	none/none	254	The P1 allowed the glider to get high relative to the tug while pointing out site features to the P2. The tug released the glider at about 1,500ft ato and both returned to the airfield.
107	DG-303	none	31/08/20, 17:00	none	96	Undercarriage collapsed during landing. The pilot was aware of undercarriage issues with this type of glider and reports taking care to ensure that the lever was securely in the locked down position before joining the circuit. Despite this, the wheel retracted on touchdown.
109	K-8	none	10/09/20, 18:10	none	-	Landing overshoot. The inexperienced pilot was briefed to do a hangar landing. The briefing included a detailed description of the approach, reference point, landing area and where to stop, as well as how to manage the slight tailwind. However, the pilot turned on to final approach too high, overshot the landing area and landed safely in a field near the airfield.
110	ASW 20	none	31/08/20,	-	-	Unsecured tailplane noticed during DI. The two syndicate partners rigged and inspected the glider together before leaving it in the hangar when it began to rain. On the day of the incident, one partner noticed an unusual amount of play in the tailplane and after removing the tape covering the tailplane securing bolt it was found that the securing bolt had not been fitted during rigging. The bolt was later found in the rigging bag. The syndicate partnership had been recently formed and the report mentions that both pilots had different rigging techniques. One pilot preferred to rig the glider and then go back and secure all the fittings; the other pilot preferred to rig, secure and tape each component as he went along. The latter pilot had assumed that the tailplane securing bolt had been already fitted by his partner so he taped up the hole. Following a debrief both pilots have agreed that one person should take sole responsibility for rigging.
111	Libelle	none	20/08/20, 13:00	none	-	Aileron not connected during rigging. The club's chief technical officer noticed both ailerons drooping while the glider was in the launch queue. It was only the second time that the pilot had rigged the glider and he omitted to check the connections properly. He also failed to carry out a positive control check.
112	K-13	none	05/09/20, 13:35	none	112	Landing groundloop. Flying in strong sink, the pilot realised that he would not be able to reach the high key area but was unsure what to do about it. In the end he chose to set up an approach across the airfield to land partly into wind. When he realised that he would overshoot into a wire fence he turned downwind and flew a bounced landing before groundlooping during the downwind ground run. The CFI intends to conduct further training in modified circuits with the pilot.
114	Mosquito EuroFOX	none none	30/08/20, 14:10	none none	649 -	Airprox during landing approach. The glider pilot made a left downwind radio call as he started the circuit. He later heard the tug calling downwind for a right downwind but could not see the tug. On short final he became aware of the tug passing him, about 20ft above and slightly to his right. Just as he started to flare the towrope passed over his elevator and starboard wing, but he was able to land safely and stop short. The tug continued to the end of the runway. The tug pilot reports that he did not hear the glider pilot's downwind call and did not see the glider at any stage. Neither pilot received a FLARM warning, this was later resolved by updating the glider FLARM.

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.