

BGA accident/incident summaries

AIRCRAFT		Damage	Date, time	PILOT Injury	P1 hours
Ref	Type				
125	Astir	minor	25/09/20, 16:15	minor	150
Heavy landing led to the undercarriage doors detaching. Just before round out, the pilot briefly thought that he had forgotten to lower the undercarriage during his pre-landing checks, delaying the round out leading to the hard landing.					
2021					
1	Astir	substantial	14/10/20, 12:50	minor	29
Crash in field after drifting too far downwind. The surface wind was reported as 15-20 knots. The pilot held a Bronze C and had already made one successful field landing, despite having only just started training towards the Cross Country Endorsement. The tug pilot reports that the glider released over the airfield just as a light rain shower reached the airfield; the glider pilot reports releasing at 2,000ft ato more than 3km downwind of the airfield. After making a few turns, the pilot briefly headed downwind; by the time he turned around to head back to the airfield he was nearly 5km downwind at about 1,700ft ato. The pilot flew through strong sink when passing through the rain shower and by the time he had descended to circuit height he was still about 2km from the airfield. He continued to fly to the airfield and when he realised that he would not reach it he was too low to do anything other than turn away and land in the field beneath him. The glider hit some small trees while turning and fell to the ground. The pilot had some muscle stiffness after the accident, both wings of the glider were damaged and the rudder had detached. As required by the club's currency procedures, the pilot had requested and received permission to fly solo from the duty instructor. The safety officer's report includes the recommendation that supervising instructors check that unqualified pilots understand and have planned for any threats posed by the prevailing weather.					
2	K-13	minor	14/10/20, 11:30	minor	1838
Canopy opened during winch launch at about 500ft ato. The canopy shattered and the frame was bent, but the pilot was able to reach and hold the frame closed for the circuit and landing, sustaining a small cut in the process. While preparing to launch, another glider was late downwind to land. In the rush to launch, the club's usual procedure of having the cable helper asking the pilot to confirm that the brakes were closed and the canopy locked before attaching the cable was omitted.					
4	SF25c	substantial	28/10/20, 13:40	none/none	322
Propeller strike on landing damaged the propeller and possibly the engine.					
6	Grob 102	none	25/10/20, 14:00	minor	3
Heavy landing. The glider was seen to round out slightly high, the pilot reports over-correcting with the elevator and the glider then flew nose first into the ground, bounced nose up with the tail hitting the ground before the glider finally landed and groundlooped. The pilot was winded, possible damage to the glider is being investigated.					
8	Discus	minor	21/10/20, 15:00	none	859
Wheel-up landing on hard runway. The visiting pilot reports concentrating on flying an accurate circuit and making the required radio calls at the appropriate moments; he suggests that this may have led to him omitting his usual pre-landing checks.					
15	EuroFOX	substantial	21/12/20, 13:40	none	3448
Tug nosed over onto its back after running into soft ground during landing. The tug pilot and the CFI had inspected the airfield and assessed it as suitable for aerotowing. The pilot had done a few circuits and then three normal aerotows. The landing after the third tow was normal; the pilot was holding the stick back to keep the tailwheel on the ground and the tug slowed down as usual for the first 70m of the ground run. At an estimated 25kt ground speed the tug rapidly decelerated, lifting the tail until the tug tipped onto its nose and continued onto its back. The propeller was damaged, the club were still assessing further damage.					
Incidents					
124	DG-505	none	25/09/20, 16:25	none/none	1551
Wheel-up landing after a ridge soaring training flight. The report suggests that the extra workload involved in landing in a strong and gusting crosswind may have led to the pilot omitting pre-landing checks and not lowering the wheel.					
126	ASW 18	none	14/09/20, 11:40	none	-
Near tug upset. As the tow climbed above 200ft ato the tug pilot felt the tug's tail being lifted, saw the glider in the mirror in a very high position and pulled the release. The glider landed downwind onto the airfield with the rope still attached. The glider pilot reports being momentarily distracted by an insect flying into his face and that the whole event took less than two seconds. Currency and possibly incorrect trimming cited as factors.					
2021					
3	Nimbus 3	none	06/10/20, 14:45	none	-
	Open Cirrus	none		none	-
Near miss while ridge soaring. The gliders were approaching almost head on, each pilot saw the other very late. The pilot of the glider that wasn't equipped with a FLARM intends to fit one.					

BGA accident/incident summaries *continued*

AIRCRAFT Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
5	DG-505	none	13/10/20, 11:15	none/none	1568
Winch launch with tail dolly still attached. The pilot realised the error when the glider didn't rotate off the nosewheel onto the tailwheel when the all out signal was given. He released at a safe height, flew a circuit and a careful landing. The club intend to highlight the importance of an ABCD check before getting in to the glider.					
7	Puchacz	none	17/10/20, 14:05	none/none	580
During a spin recovery exercise the P1 heard an unfamiliar and persistent rattling coming from behind him. After a careful circuit and landing, the glider was inspected and a hatch was found to be ajar. The hatch was secured and the glider test flown without any issue. During the inspection, a coat not belonging to either pilot was found behind the rear seat, under the battery shelf.					
9	EuroFOX	none	13/11/20, 11:00	-	-
The tug was removed from the hangar and parked up with the controls locked and the parking brake on. The wind direction changed during the morning and picked up; the unattended tug was blown onto its starboard wing, fortunately without damage. The club intend to use tiedowns or put the tug back in the hangar in future when left unattended.					
10	SF25c	none	01/12/20, 15:15	none/none	1250
Rough running engine after take-off. The engine produced enough power to enable a tight circuit and glide approach to a safe landing. An inspection found noticeable quantities of water in the TMG fuel tank. A fuel sample had been taken during the daily inspection before an additional 20 litres of fuel was added. The water contamination was traced back to an airfield fuel tank which, due to events, had sat half empty since a partial refill two months earlier. The club would normally expect to use up an airfield tankful of fuel every month, leaving little chance for a build-up of water or other contaminants.					
11	EuroFOX	not reported	05/12/20, 12:55	none	-
Engine failure at about 1,300ft ato during an aerotow. The pilot reports that although the engine instruments seemed normal he felt a strong vibration, there was a smell of burning and smoke entered the cockpit. The glider radioed that smoke was coming from underneath the aircraft; the tug pilot could see a trail of white smoke in the mirror. He was able to return to the airfield, although the engine stopped completely when he reduced the throttle on final, at which point the low oil pressure warning came on.					
12	EuroFOX	none	15/12/20, 14:25	none	2700
Engine failure during tow. The pilot reports a sudden vibration and smoke in the cockpit so he throttled back, waved off the glider and returned to the airfield. The number three cylinder had failed.					
13	Junior	none	20/12/20, 13:30	none	9
Airbrakes came open as the glider rotated into the full climb during an auto tow. The pilot reports hearing a significant bang, feeling the glider decelerate and assumed he'd had a cable break. He was able to lower the nose, gain a safe approach speed and land ahead. The launch had been paused to allow a landed glider to be retrieved and this may have interrupted the pilot's pre-flight checks.					
14	Discus	none	17/12/20, 12:40	none	-
Airbrakes came open during a winch launch. The pilot had already released from the cable when he was informed over the radio that the airbrakes were open. He shut the brakes and despite being barely 300ft ato and with 800m of airfield ahead he elected to turn and land downwind. During the debrief the pilot pointed out that the airbrake over centre lock required very little force to unlock the brakes. The glider was derigged and taken to the maintenance hangar for rectification.					
16	Astir	none	12/12/20	-	none 156
Wheel-up landing on grass landing area. There was another club glider in the circuit ahead of the pilot and, while he was working out where to land, the pilot forgot to do his pre-landing checks. He decided to cross the runway extended centre line and landed wheel-up on the other side of the runway in use. The CFI points out the importance of respecting the centre line while simultaneous left and right hand circuits are being flown.					
17	-	-	26/02/21	-	-
The club's winch launch signals procedures follow the BGA-advised light signals backed up by radio. On this launch, the launch controller mistakenly gave the stop light signal instead of all out while simultaneously saying "all out" over the radio. The winch driver missed the light signal and responded to the radio signal and launched the glider. The club intend to remind all winch drivers that the lights should be the primary signal.					

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.