

BGA accident/incident summaries

AIRCRAFT Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
22	SHK	substantial	24/10/21, 10:25	none	49
Hit power cables on approach to a field landing. The pilot had noticed the cables running across the downwind end of the field but on approach allowed an undershoot to develop resulting in the port wing striking a cable. The glider yawed and struck the ground heavily, landing sideways. The front of the fuselage was severely damaged and one of the power cables was severed.					
30	Discus	minor	02/12/21, 13:45	none	59
Canopy came open just after releasing from the aerotow. The pilot was unable to close the canopy in flight and realised that he would have to land the glider without the benefit of airbrakes. He crossed the threshold on approach still at 250ft agl and, according to the logger trace, was still 60ft agl and 70 knots when halfway down the airfield. He turned left to make use of the width of the airfield and forced the glider down on to the ground. The left wingtip touched the ground and the glider slid and groundlooped to the left over the soft ground. The CFI points out that the tail wheel remaining off the ground saved the fuselage from being snapped in half. The elevator drive bracket was distorted and the tailplane mounting bracket over-stressed. The pilot's recent currency put him in the "you are rusty" band on the BGA's currency barometer and club records showed that this was his third flight in a Discus. The pilot was unable to recall any formal conversion on to the club's Discus gliders, so the club has arranged for further training.					
32	T-61	substantial	02/12/21, 11:30	minor	1100
TMG stalled on approach, breaking the propeller and damaging the fuselage, and leaving the pilot with back pain.					
33	Discus	substantial	03/01/22, 14:00	none	202
Undercarriage collapse during hard landing. The pilot reports that after an approach in a turbulent 15G25 knot wind the glider ballooned slightly and then landed heavily. The lever remained in the gear down position after stopping even though the wheel had retracted.					
34	K-13	substantial	01/01/22, 10:30	none	165
Canopy opened at 400ft agl during a winch launch. The solo pilot had difficulty locking the canopy before the launch and was aided by a launchpoint helper. Both pilot and helper are certain that the canopy was securely closed before the launch. The instructor who performed the DI reports that the latch was stiff and had been for some time.					
35	K-8	substantial	12/01/22, 15:25	none	2938
Hit tree on approach. The defined landing area for the day involved landing relatively short to avoid wet ground and launch operations. The pilot of the "cabriolet" K-8 set up an approach with the landing area clearly visible but as he got lower and opened the airbrakes the change in attitude rendered the windshield opaque due to the glare from the setting sun. He continued the approach looking out to the starboard side but did not see that the glider would pass through the top of a tree slightly to the left of the glider. The inboard port wing brushed through the top of the 30ft tree but the outer half of the port tailplane in front of the spar was removed by the tree. The elevator was detached from the outer hinge and a corner damaged the skin of the rudder. Despite this, the pilot was able to make a near-normal landing. The duty instructor was aware that the setting sun would lead to an early end to the day but the instructors he had asked had told him the sun was not yet posing a problem.					
39	Duo Discus	minor	22/01/22, 12:15	none/none	1850
Landed on the side of the ridge. The glider was flying figure-of-eights in lift in a bowl below the top of the ridge. After coming out of a turn and still edging in towards the ridge the expected lift turned into sink. The P1 judged that if he tried to turn away from the ridge the lower wing might catch the ground so he leveled the wings and landed on the heather covering the slope. The undercarriage doors and some of the gel coat were damaged. The CFI reports he intends to ask pilots to leave greater safety margins, particularly when the ridge lift is weak.					
40	LAK 19	substantial	22/01/22, 14:30	none	510
Wheel retracted on landing during the pilot's first flight on type. He retracted the wheel after the aerotow and then lowered it again in the circuit but the wheel retracted again after touching down. One of the gear doors was torn off, damaging the hinge attachment area on the fuselage. The gear handle on this type needs to be rotated to an angle to unlock a pawl from a slot in a latching plate at both the gear up and gear down position. When lowering the gear the pilot did not engage the pawl in the locking slot. He reports that the previous owner had warned him that this could happen.					
45	EuroFOX	substantial	28/02/22, 13:45	minor	2430
Turbulence affected landing. The pilot flew nine tows to the local wave. On the last flight he set up an approach into the 15G20 knot wind, flying a normal full flap approach. Witnesses report a normal approach and roundout until just before touching down when the pilot reports the starboard wing being lifted abruptly. The left wheel struck the ground, digging in and yawing the aircraft to the left and tipping the nose down. The tailwheel tug came to a stop resting on the port wingtip and nose. The pilot suffered some whiplash, the tug had damage to the propeller, undercarriage, fuselage and wing. While the club was informing the AAIB of the accident and requesting permission to recover the aircraft, the strong wind caught the raised wing and tipped the aircraft on to its back.					

BGA accident/incident summaries *continued*

AIRCRAFT

Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
46	Cirrus	minor	05/03/22, 16:05	none	802

Wing drop on short final. The pilot was planning to land short; there was a 20 knot, 60° crosswind and there were trees on the upwind side of the final approach path and landing area. About 170m short of the landing area the downwind wing suddenly dropped, the glider turned and the pilot found himself pointing towards trees on the downwind edge of the airfield. He pushed the stick forward and continued the turn until the glider was travelling almost downwind over an undershoot field. The glider had too much energy to stop in this field and just enough energy to clip the top of a 3m high row of trees before landing heavily in the adjacent field, bursting the main wheel tyre. The report mentions the importance of using an appropriate approach speed to cope with possible turbulence.

Incidents

23	K-13	none	14/11/21, 11:10	none/minor	224
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P2 cut his hand on the edge of a metal plate while getting out of the cockpit. The club has removed the metal plate.

24	K-21	none	15/11/21, 16:00	none/minor	-
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While towing the glider back to the hangar the tow vehicle turned left round the corner of a hangar. The wingtip holder was holding the starboard wing and, as the tow driver didn't slow down, they were unable to keep up with the wingtip. The tow driver didn't hear the calls to stop and continued the tow. The holder tried to hold the wingtip back to rotate the glider until the tow cable back released but they were unable to and let go of the wing. The nose walker assessed that they might damage the canopy if they tried to pull the release and was subsequently knocked to the ground by the port wing. Later that day the nose walker was diagnosed with injuries to a shoulder and leg.

25	K-13	-	-, 10:00	-	-
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While de-rigging the glider in preparation for its annual inspection, the engineer noticed that the safety pin securing the lower main spar pin was unfastened. The glider had returned from an expedition some weeks previously and was re-rigged by a group of people, the instructor in charge of the rigging is sure that all of the pins were properly secured. The glider had been DI'ed eight times since and flown 33 flights.

26	K-21	none	10/11/21, -	-	-
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The R clip securing an airbrake L'Hotellier connection was found to be missing when the glider was being de-rigged for its annual inspection. Club records noted that the last time the glider was rigged was after the previous annual inspection; it had not landed out or been de-rigged since. The club intend to implement a policy whereby whenever a club two-seat glider is re-rigged, the post-rigging inspection will be done by a member of the flying staff or maintenance staff. They also intend to have the CFI/DCFI sign the tape around the K-21 fuselage access hatch.

27	EuroFOX	none	24/11/21, 15:30	none	-
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Tug engine failure on final approach, the pilot was able to make a safe landing in an undershoot field. The club suspects a failing battery which could not supply enough power to the ECU after the pilot throttled back on final approach. The ECU and subsequently the Rotax engine then shut down.

28	K-21	none	25/11/21, 15:40	none/none	-
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Groundloop after landing. Due to the wind direction club operations were set up across the airfield, meaning the airfield was effectively short but wide. The glider was set up on a crosswind approach to the grass landing area at the into wind end of the airfield where the glider would be close to the hangar after landing. Just before touching down a retrieve buggy drove on to the landing area on its way to retrieve a glider that had landed into wind. The P1 closed the airbrakes to manoeuvre round the buggy before opening them again and landing. He realised that they were now landing longer so put the wingtip on the ground to groundloop the glider to avoid running into the winch.

29	DG-500	none	18/11/21, 13:45	none/none	530
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Wheel-up landing. The instructor was given some remedial training.

31	Junior	minor	22/11/21, 10:00	-	-
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Damage to forward fuselage discovered during DI. Cracks were discovered in the exterior skin under the nose, around the nose skid and also inside the cockpit. An instructor had watched what seemed to be a heavy landing from the air the previous day but none of the pilots flying the glider that day reported a hard landing.

36	EuroFOX	none	16/01/22, 10:30	-	-
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Engine failure. During a level flight transit tow the tachometer failed with the needle at max deflection. The tow was abandoned but during the descent the engine ran roughly with greatly reduced power. With help from some ridge lift the pilot was able to make a safe landing on the airfield. This was the fourth such incident since the aircraft had returned from repair; the three previous occasions had been put down to carburetor icing but on this flight the pilot had been using carb heat. Further investigation revealed a wiring loom connector was not fully connected. After locking the connection, the tachometer and engine operation returned to normal.

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BGA accident/incident summaries *continued*

AIRCRAFT Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
37	Nimbus 2	minor	21/11/21, 12:00	-	-
Tow out incident. The tail dolly tow bar attachment failed at a weld, allowing the glider tailplane to run into the back of the car. One corner of the elevator was damaged.					
38	Astir	minor	16/01/22, 14:20	none	-
Cracked canopy. After landing on the runway the pilot was instructed to remain in the glider while a ground handling team pushed the aircraft off the runway to make room for another glider on final approach. In the rush the helper pushing the glider back on the starboard wing root cracked the side of the canopy with his arm. The CFI comments that there was enough time to clear the runway without having to rush.					
41	Discus	minor	31/01/22, 15:00	-	-
Car hit glider. After landing the pilot towed his glider back to outside the hangar and removed the tow gear. Back in his car, and while on a hands-free phone call, he reversed into the glider having forgotten that it was there, damaging the trailing edge of the rudder.					
42	-	-	09/12/21, 15:00	minor	-
The cables had become crossed over so two members drove a glider retrieve buggy down the side of the cable run. They arrived at the crossover point where the winch driver was already uncrossing the cables. It was decided that the easiest way to remove the crossover was to loop the cable around the buggy and drive slowly back to the launchpoint. The winch driver then got into the cable retrieve truck to drive to the launchpoint but somehow the polyethylene cable snagged on the vehicle. As the truck drove away one member was knocked to the ground by the cable, causing slight injuries, and the cable started to cut into the roof pillars on the retrieve buggy before the winch driver noticed the cable moving and stopped the truck.					
43	K-21	minor	10/02/22, 09:35	-	-
Ground handling damage. The glider was removed from the hangar sideways, with the main wheel lifted on a spoon and the spoon attached to a castored trolley. The trolley was then removed but when the glider was pushed back off the spoon the spoon flipped up, becoming trapped under the wheel fairing, damaging the fairing.					
44	K-21	none	26/02/22, 12:55	none/none	1521
Undershoot landing. Due to the strength and direction of the wind the club was using one of the shorter runways leaving less landing room available between the runway threshold and the launchpoint. The duty instructor had laid the single-strand electric fence and its support poles at the runway threshold flat on the ground before flying started. The glider was seen to be making a flat approach with a large amount of airbrake into the 15 knot wind. The P1 prompted the P2 to move his reference point but he failed to notice the undershoot and the glider touched down about 60ft short of the runway, running over a fence pole during the ground run. The instructor reports that, with hindsight, it would have preferable had he taken control and closed the airbrakes.					

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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