

BGA accident/incident summaries

AIRCRAFT Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
72	Vega	substantial	08/05/22, 14:10	none	1,829
Undercarriage collapsed during aerotow ground run. The only hook on the glider was fitted inside the undercarriage bay and as the wheel retracted the doors closed and trapped the aerotow rings assembly within the wheel bay. Despite the pilot releasing, the glider was pulled along the runway for some distance before the rope broke. The underside of the glider was damaged, the initial failure of the undercarriage was caused by a sheared steel tube in the undercarriage frame.					
74	Grob 109	minor	09/05/22, 12:15	none/none	2,500
Prop strike. The TMG landed with an 11kt wind 60° off the runway. At the end of the ground run a gust recorded at 23kt lifted the wing and tipped the aircraft on to its nose, damaging the propeller and scuffing the underside of the cowling.					
76	K-13	substantial	14/05/22, 16:05	none /none	>2,000
Elevator damaged. The P1 pulled the release for a simulated winch launch failure, the P2 flew a recovery, elected to land ahead and opened the airbrakes. The winch driver reports increasing power to pull in the cable but the glider was now as low as, and ahead of, the cable. The inflated cable drogue chute caught on the port elevator, separating it from the control linkage. The P1 took control and was able to land safely.					
77	Skylark 3	substantial	11/05/22, 13:00	none	37
The glider was hit by a gust while landing, causing it to weathercock and roll into a ditch. The underside of the fuselage was crushed and the tail damaged.					
81	Grob 109	substantial	22/05/22, 12:05	none/none	1,500 +
Prop strike. The TMG tug landed with a very slight tailwind and towards the end of the ground run the TMG started to yaw slightly off the landing direction. The P1 applied more airbrake to slow the TMG, applying the wheel brakes and tipping the TMG on to its nose. The propeller, spinner and cowling were damaged, the tail wheel assembly was also damaged as it fell back on to the ground.					
82	K-21	substantial	28/05/22, 11:50	none	17
Heavy landing. The glider bounced twice before stalling and landing heavily on the main wheel; one witness reports the penultimate touchdown being nose wheel first. The underside of the fuselage in the vicinity of the main wheel was damaged and there were signs of damage inside the fuselage.					
83	Puchacz	substantial	28/05/22, 14:35	minor/minor	1,200 +
Overshot landing ended in ditch. The club were launching on runway 03, the wind was initially from 350° at 8kt but was forecast to veer. The P1 briefed for more practice for a number of exercises for the nearly-solo P2, including crosswind landings. In the event the pilots spent some time soaring before returning to the airfield and setting up a circuit to runway 27. A few gliders had landed on R03 close to the intersection with R27 so the P1 suggested that the handling P2 aim to land beyond the gliders. The glider floated for some distance before touching down about 140m from the end of the runway but the glider failed to slow down so the P1 applied rudder and put a wing down to initiate a groundloop. The glider skidded sideways off the end off the runway and ended up straddling a ditch. The P2 was unconscious for about five minutes after the impact and spent the night in hospital under observation, fortunately without serious injury. The fuselage was damaged in several places. Witnesses report that at the time of the accident the wind was between 30° and 90°; the P2 reports that the approach was flown at 60kt, although the flight manual recommends an approach speed of 54kt.					
84	AS 33	minor	29/05/22, 14:25	none	2,197
Wheel-up landing. The glider crossed the finish line after a successful competition final glide but the pilot was unable to lower the undercarriage, feeling an obstruction at about two-thirds of the lever travel. The pilot was able to start the turbo and climb away to assess the situation but was unable to lower the wheel. Ultimately the pilot elected to land on a grass area of the airfield and the glider was sent to the agent for inspection and rectification.					
85	DG-300	minor	28/05/22, 16:45	none	289
Field landing accident. The pilot was on final glide back to the airfield and realised that a field landing was inevitable. Having picked a field, the pilot turned towards the field to start the downwind leg but in doing so lost sight of the field which remained out of sight until the pilot turned on to final approach. Realising that the glider was too high and too close the pilot flew an orbit to lose height but after committing to the approach realised that the glider was still too high and that the landing would be on a slight down slope. The glider touched down halfway into the field and the pilot tried to groundloop the glider before it reached the boundary fence. The glider yawed but slid sideways, coming to rest with a wing over the fence and touching a tree. An aileron was damaged, the vent for the blown wing had been knocked off and the rudder had been punctured by a length of barbed wire.					
86	DG-100	minor	28/05/22, 15:20	none	100
Heavy landing. The glider touched down gently after a full airbrake approach but as the pilot moved the stick back the glider took off again. The pilot pushed the stick forward again and the glider landed flat and heavily, breaking the tail wheel. That pilot had skipped lunch to fly and ran out of water after 90 minutes. After two hours in the air the pilot felt a headache starting, as well as generally feeling unwell, attributing this to dehydration and low blood sugar on a hot, blue day.					

BGA accident/incident summaries *continued*

AIRCRAFT		Damage	Date, time	PILOT Injury	P1 hours
Ref	Type				
89	LS8	substantial	11/06/22, 17:40	none	2,515
Competition field landing accident. The pilot left the last thermal about 11km from the airfield with his flight computer indicating 500ft above the required height for a final glide. Sinking air meant that the glide turned marginal but at 600ft agl the pilot's view looked reasonable and he pressed on past the last landable field. At 400ft agl further sink worsened the picture but the pilot felt that he had no choice left but to push on to the airfield. At 100m from the airfield and only 20-30ft agl the pilot accepted that he would not reach the airfield and deliberately lowered the nose to fly into the oilseed rape crop, also lowering a wing to trigger a groundloop. The glider yawed and came to a rapid stop 50m short of the airfield landing area. The nose, underside and tail boom were damaged, as well as a winglet. While de-rigging some difficulty was encountered when removing the main spar pins. The CFI points out that had the glider reached the airfield it would have been heading across the narrowest part towards a line of parked gliders with insufficient height to turn to land parallel to the runway.					
90	Nimbus 3	substantial	12/06/22, 14:50	none/none	not reported
Undershoot crash. The glider was seen making a low final turn before lining up on final approach. Witnesses report that the glider seem to catch a wingtip in the crop bordering the runway causing a groundlooped landing that broke the tail boom. The P1's head smashed the canopy.					
93	Astir	minor	11/06/22, 11:20	none	66
Canopy opened during winch launch. The rear hinged canopy stands almost vertical when open so the pilot decided to close the canopy after strapping in to protect it from the strong wind. The pilot suspects that he may have failed to lock the canopy shut during his checks and early in the full climb it lifted and flew off, destroying the canopy and leaving some minor scratches on the fuselage and fin.					
95	ASW 28	minor	16/06/22, 13:55	none	94
Undercarriage damaged during landing. During the ground run the glider passed over a particularly rough area of the airfield, the pilot felt a thud from under the seat and after getting out could see that the wheel had been twisted off the fuselage centre line. An engineering inspection revealed that a damping strut had failed due to the forces encountered while passing over the undulating surface. The club intends to inspect the landing areas of the airfield and mark off the rough areas prior to rectification.					
98	Cirrus	minor	22/06/22, 11:40	none	232
Tail wheel and wheel housing damaged. After landing on a grass area the glider passed over a rutted track, tipping the nose down after which the tail crashed back to the ground.					
Incidents					
73	K-21	minor	08/05/22, 16:45	minor	-
Club member's fingers got caught between the aileron and a dolly, causing a minor injury and leaving a dent in the aileron surface.					
75	Vega	minor	16/04/22, 16:10	-	-
The winch driver towed the cables to the launchpoint and got out to unhook the cables. Another member distracted the driver after only one cable had been unhooked, the driver subsequently started to drive away with the second cable still attached, moving about 30m before stopping again. The cable was drawn over the Vega wing leaving some slight scuffing on the surface of the wing.					
78	Cirrus	none	19/05/22, 16:05	none	710
Landing groundloop. The pilot saw another glider in the landing area but instead of overflying and landing long in the middle of the runway the pilot elected to land short and to one side of the runway. As the glider slowed a wing caught in the crop at the edge of the landing area causing the glider to groundloop through 180°, fortunately without damage.					
79	K-8	none	14/05/22, 14:40	none	30
Loose instrument panel during winch launch. The pilot tried to check the ASI before rotating to the full climb only to discover that the panel had come loose at the top and tilted down, fortunately without obstructing the control column. After releasing at the top of the launch the pilot was able to re-seat the panel and the flight continued normally. Later it was found that the top panel mount had failed.					
80	PA 25	none	13/04/22, 12:45	none	401
Aerotow weak link broke at the glider end. At about 1,000ft ato part of the external mirror fixture broke allowing the mirror to move until the tug pilot could not see the glider. The tow continued until at about 2,500ft ato the pilot felt a slight jerk on the rope, suggesting that the glider had released, so the tug started to descend. The glider was still attached and the glider pilot thought that the tug was descending to avoid clouds so opened the airbrakes in an attempt to keep the rope taut. As the descent continued and accelerated the glider pilot found it increasingly hard to maintain station and eventually a large bow developed. The glider pilot was unwilling to let go of the airbrake lever to pull the release and while attempting to deal with the bow the weak link broke. The club has reminded members to release immediately if unable to maintain position on tow and that tug pilots should wave off the glider before descending if they are unable to visually confirm that the glider has released.					

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BGA accident/incident summaries *continued*

AIRCRAFT				PILOT	
Ref	Type	Damage	Date, time	Injury	P1 hours
87	DG-505	none	01/06/22, 14:30	none/none	1,875
Wheel-up landing at the end of a training flight after the P1 failed to carry out any pre-landing checks.					
88	K-21	none	29/05/22, 13:30	minor	-
While ground handling at the launchpoint the unattended wing hit another member on the head, knocking them to the ground and leaving a bruise.					
91	Libelle	none	12/06/22, 13:45	none	157
While levelling the wings to leave a thermal, both rudder pedals went to full extension. The pilot realised that the rudder was stuck at full deflection but was able select a field and make a safe landing.					
92	DG-300	minor	10/06/22, 12:00	-	-
Wingtip struck parked car while negotiating narrow gap during towing out, scratching the paint. The pilot was using a tow ball attached to the towing eye and had been warned that as the eye was offset it can be difficult to judge how far across the glider is relative to the tow car.					
94	Discus	substantial	11/06/22, 17:00	-	-
After towing the glider to its parking area and unhitching from the car, the member rotated the glider to align it with its tie down blocks. The car had not been moved and during the turn an aileron hit the car, splitting the trailing edge.					
96	Ventus	minor	11/06/22, 13:35	-	-
The canopy of the parked glider was blown open by the propwash from a tug, breaking the canopy. The report reminds pilots to ensure that the canopies of parked gliders are locked closed.					
97	PA 18	none	18/06/22, 09:45	-	13,500
During the DI it was discovered that the emergency release cable was incorrectly rigged. The club suspect that a few tows had already been done where the emergency release would not have been functional.					
99	Astir	none	11/07/22, 10:40	none	74
Wheel-up landing. The pilot intended to make a fast return to the airfield before pulling up to slow down and fly a circuit. He did not regain as much height as expected and had to perform a hurried circuit and failed to complete his pre-landing checks. The glider landed on grass and was undamaged.					
100	Ventus	minor	20/06/22, 16:40	-	-
While towing the glider down a dip in the airfield the car went over a couple of bumps after which the pilot noticed the glider overtaking on one side but unfortunately braked instead of accelerating. The starboard wing hit the back of the car, damaging the flaperon. The tow bar had come off the car tow hitch.					
101	Perkoz	none	25/05/22, 15:00	none/none	1,830
Trial flight field landing. The P1 followed a cloud street away from the airfield and after turning around realised that they were further from the airfield than was comfortable. Unable to maintain height on the return the P1 picked a field and made a safe field landing. The CFI points out that the glider had followed the street downwind and recommended further study of BGA Laws and Rules, as well as the club's ops manual.					

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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