

BGA accident/incident summaries

AIRCRAFT		Damage	Date, time	PILOT	P1 hours
Ref	Type			Injury	
71	DG-505	minor	29/05/23, 13:00	none/none	500
Wheel retracted on touchdown. The P2 attempted to lower the wheel before joining the circuit but the lever would only move halfway. The P1 took control and tried to maintain height while both pilots, individually and together, tried to lock the wheel down. Eventually they had to rejoin the circuit; the P1 aimed for a smooth patch of ground and although the wheel retracted on touchdown the only damage was one gear door torn off at the hinge.					
72	SF 25c	minor	25/05/23, 11:20	none/none	1030
Prop strike. The first touchdown was bounced, the subsequent touchdown was heavy; at some point the propeller struck the ground. The P1 reports that landing close to and in the lee of a boundary treeline may have led to a loss of airspeed while rounding out, leading to the TMG touching down without being fully held off. The visiting pilot had obtained a briefing on where to land but the host CFI points out that local pilots aim to touch down before reaching the treeline.					
73	JS3	none	30/05/23, 16:45	minor	3206
Heavy landing. The pilot reports encountering strong sink and wind shear in the latter part of the final approach to a field landing. The pilot suffered a broken vertebra during the landing.					
76	Grob Twin Astir	substantial	10/06/23, 13:15	none	<1
Crashed landing. At the end of the pilot's first solo the roundout was ballooned and the subsequent impact was at a 45° nose down attitude. When the tail slammed down, the tail fin snapped off at the base of the fin. The CFI intends to review the pilot's training.					
77	Janus	minor	07/06/23, not reported	none/none	466
Damaged nosewheel mount. The glider was being used for trial flights and, although all the landings were fully held off, the landing area was very bumpy. After the fifth flight, the P1 noticed that the nose wheel was slightly further into the fuselage than normal and would not rotate. The report points out that damage was at the site of a previous repair that may not have carried out properly. The club has instructed pilots to land further down the field until the bumpy part of the field can be rolled.					
79	DG-1000	minor	12/06/23, not reported	none/none	742
Undercarriage collapsed on landing, damaging both gear doors.					
80	Nimbus 2	minor	21/05/23, 14:05	none	not reported
Landing groundloop. The pilot aimed to land short to finish the ground run close to the launchpoint. The club uses 4m wide maintained runways bordered, for the most part, by the decaying unmaintained wider runways. The area where the pilot chose to land, however, was bordered on one side by a patch of grass. As the glider slowed down, the wings started to droop until a wingtip caught in the grass, groundlooping the glider through about 150°. The tail wheel rim was damaged and a fuselage swivel bearing cracked. The club later cut the grass shorter. The report points out that landing further down the runway would have avoided the grass area, leaving plenty of wingtip clearance. It also suggests that the pilot's lack of currency might have affected his decision making.					
81	K-13	substantial	13/06/23, 13:30	none/none	890
Heavy landing. The P2 ballooned the roundout and the P1 took over too late to prevent a heavy landing. The P1 judged that the heavy landing had not damaged the glider. The next pilot felt a control restriction during pre-flight checks and on further inspection it was discovered that the wheel box had been forced up by the landing, bringing the main control rod into contact with a structural cross member. One of the rubber shock absorbers had also been damaged.					
82	JS3	destroyed	15/06/23, 13:20	serious	1996
Winch launch take-off accident. This was the (experienced and current) pilot's sixth flight on type, all the previous flights had been winch launched. The glider took off as normal but during the rotation the left wing was seen to drop, the glider yawed to the left and the nose dropped. The wing touched the ground, followed by the nose and then the right wing as the glider cartwheeled before coming to rest the right way up. The pilot's legs were severely injured as the front of the nose was crushed. Both wings and the tail were damaged, the canopy also shattered.					
84	DG-202	substantial	21/06/23, 12:55	none	35
Field landing in crop. On a Silver distance attempt, the pilot selected a field at 1,500ft agl but continued to try to soar. It was only when down to circuit height that the pilot abandoned attempting to climb away and started the circuit. On final approach the pilot realised that the field contained crops. As the glider settled into the crop an aileron hinge was bent and the control rod detached from the structure.					
86	Discus	minor	24/06/23, 17:00	none	800
Wheel-up landing. The pilot arrived back at the airfield at about 1,500ft agl and noted several landed gliders occupying the runway, waiting to be retrieved with another glider and motor glider inbound. The pilot chose to delay the pre-landing checks until the situation became clearer but subsequently landed on the runway with the wheel up. The winch hook and underside of the fuselage were both worn down during the landing.					

BGA accident/incident summaries *continued*

AIRCRAFT		Damage	Date, time	PILOT Injury	P1 hours
Ref	Type				
87	Cirrus	minor	03/06/23, 13:00	none	166
Heavy landing. The pilot reported getting low in the circuit and ended up landing short of the usual landing area in the lee of some trees. The turbulence from the trees led to a hard, nose-down touchdown, damaging the gel coat in front of the nose wheel and causing some minor delamination. A syndicate partner flew the glider the next day without noticing the damage during the DI.					
90	Pegase	substantial	22/06/23, –	none	120
Heavy landing. The pilot reports having discussed approach speeds with another (non-instructor) Pegase pilot while visiting another club. This pilot had suggested approaching at a lower speed than the accident pilot was used to using. A week after that conversation the pilot flew an approach in light wind at the suggested approach speed. While rounding out the glider stalled and dropped to the ground from around 5ft agl. The undercarriage frame and mechanism were badly damaged and there were cracks in the tail boom and the underside of each wing.					
91	K-13	destroyed	22/06/23, 10:30	minor/minor	2600
Take-off crash. This was the second bungee launch of the day, the P1 and witnesses describe the acceleration as being slow. The glider ground run continued down the slope for longer than usual but was able to take off before reaching a fence. However, being lower than usual, the left wing caught in some bracken, yawing and rolling the glider until it landed inverted in the bracken. Both pilots were left with cuts and bruises. The glider had damage to the canopy, forward fuselage, fin and wing.					
92	ASW 27	minor	24/06/23, 12:00	none	1577
Wheel-up landing. The pilot took a winch launch expecting to start the turbo after launch to climb higher. The engine did not erect fully and then failed to retract completely. The pilot returned to the airfield and flew a normal circuit but omitted to lower the undercarriage. There was some minor damage to the inside of the forward fuselage.					
93	Puchacz	substantial	24/06/23, 17:40	none/none	357
Landing overshoot. The P1 talked the P2 round the circuit, intending to fly an abbreviated circuit after starting slightly low. After turning onto final approach the P1 prompted the P2 to open the airbrakes but the P2 initially didn't completely hear the prompt and then hesitated, unsure how much airbrake would be appropriate. Although the P1 took control and opened full airbrake he was unable to stop the glider rolling into a weather station pole on the edge of the airfield, damaging the wing all the way back to the main spar. During the debrief the P1 and the CFI agreed that an earlier takeover of control would have been better, the late application of airbrake meant overflying the upsloping start of the shortest landing direction available. The P1 would also have had the option of turning towards a longer ground run if control had been taken earlier.					
94	DG-600	substantial	24/06/23, 16:30	minor	2395
Landing undershoot. After joining the circuit the pilot made a downwind call and flew a right hand circuit. Another glider made a downwind call and flew a left-hand circuit. Just before turning on to final approach the DG pilot saw the other glider turning final above and in front. The other glider then airbraked and descended below the DG, on path to land short. The DG pilot felt that there was no option but to land in a crop field just short of the airfield. The short landing left the DG pilot with a sore back, the glider undercarriage collapsed and there was internal damage to some fuselage frames.					
Incidents					
70	ASW 19	none	21/05/23, 15:20	none	500
Airspace infringement. The pilot set off for a local flight with the QFE set on the altimeter and intending to turn on the moving map after releasing from the tug. Concentrating on thermalling and looking out, it took him a while to turn on the moving map and it was only then that he realised that he had climbed into Class D airspace. NATS were informed the next day but, despite the glider being fitted with a SkyEcho, NATS had no record of the infringement and no official action was taken. The club intend to re-familiarise the pilot with local airspace boundaries by flying with an instructor in a TMG.					
74	K-21	none	02/06/23, 11:50	none/none	–
Tug pilot released tow rope. The P1 handed over control at 1,000ft ato for the P2's first attempt at controlling the glider during the aerotow. The P1 had to take control several times to put the glider back into position, each time handing control back to the P2. At 2,200ft ato the tug rose in a thermal, the tug pilot reports losing sight of the glider off the bottom of the mirror. When the glider subsequently climbed behind the tug, the tug pilot lost sight of the glider off the top of the mirror and pulled the release before the glider could upset the tug. The glider P1 reports that at no time did he lose sight of the tug. The rope was also released at the glider end.					

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BGA accident/incident summaries *continued*

AIRCRAFT Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
75	Grob Astir	none	06/06/23, 19:30	none	3.5
Wheel-up landing. The club intends to conduct further training on pre-landing checks.					
78	DG-300	minor	25/05/23, 16:45	none	905
Ground tow incident. The wing with the wing dolly on lifted up, allowing the other wing to touch the ground and get caught, pulling the tail off the towbar. The driver braked and the tail of the glider ran into the back of the car. One wingtip and the elevator were damaged.					
83	Grob Astir	none	17/04/23, 14:35	none	—
Wheel-up landing after the pilot forgot to do any pre-landing checks.					
85	DG-505	none	20/06/23, 13:05	none/none	887
Airprox between two gliders on final approach. A Junior reported downwind for a right hand circuit just as the slack was being taken out for the DG's winch launch. The supervising instructor saw the Junior about halfway down the downwind leg so was happy to let the launch proceed. The DG P1 gave a simulated launch failure at about 500ft ato; after recovering the P2 chose to turn right to fly an abbreviated right hand circuit. While on base leg the P2 noted the Junior on final approach to his left and elected to fly a steeply banked diving turn on to final approach, intending to land long. At the end of the turn, the DG P1 saw the Junior slightly below and about 15m off the port wing, at which point the P1 took control to increase separation before landing long. Neither of the DG pilots had heard the Junior pilot's circuit call, nor were there any FLARM warnings. It was later discovered that the Junior's FLARM had an intermittent fault.					
88	ASW 19	minor	25/05/23, 11:00	—	86
Tow out incident. The starboard wing hit a retrieve buggy, the movement of the glider detached the tow bar and the glider ran into the back of the car, damaging the elevator beyond repair and causing some minor damage to the fin.					
89	DG-500	none	26/06/23, 16:20	none	3500
Wheel-up landing in a club glider by a full rated instructor. No further information.					

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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