

BGA accident/incident summaries

AIRCRAFT		Damage	Date, time	PILOT Injury	P1 hours
Ref	Type				
71	Ventus 2ct	substantial	19/07/20, 11:20	serious	1537
Crash landing. After a low winch launch the pilot turned straight in to a circuit. At the low key area he felt some lift so flew a circle, but failed to gain height so continued on to a base leg. After turning onto final approach the glider was seen to accelerate to approximately 90kts with the airbrakes still closed. The pilot belatedly realised that he needed to use the airbrakes but as soon as he unlocked the lever the airspeed pulled the brakes fully open. He thinks he may also have knocked the flap lever as the airbrakes opened, the broken flap knob was in the -2 position after the crash. This abrupt change in configuration at low level caused the glider to descend rapidly, hitting the ground hard enough to force the wheel back up. The glider bounced a few feet back into the air before landing on its belly and sliding to a halt. The pilot was airlifted to hospital and found to have damaged vertebrae requiring surgery. The fuselage boom broke, the canopy shattered and there was damage to the wings, tailplane and undercarriage. The pilot's report explains that there was insufficient room in the cockpit for him to use an energy absorbing cushion.					
72	Shark	substantial	18/07/20, 14:55	none	923
Landing groundloop. After a normal landing the right wing caught in the grass and the glider groundlooped, breaking the fuselage. The pilot thinks that a gust of wind may have lifted the port wing. The club has not previously had trouble with the length of the grass, but now intend to review grass cutting operations.					
73	Grob 109	substantial	18/07/20, 17:45	none/none	3,000+
Prop strike. The P1 in the left seat pointed out the possibility of air brake and elevator confusion to the right seat P2 during the downwind leg of the circuit. The P2 had over 400 hours experience of the TMG, but very little experience of landing from the right seat where the air brake lever is on the right side of the cockpit and held with the right hand. Very late in the round out the P2 inadvertently extended more air brake instead of holding off, the TMG touched down and then bounced back into the air. The P1 took control and added power to go around and flew the subsequent landing. It was only after exiting the aircraft that the pilots realised that about 4cm was missing from each propeller tip.					
75	EuroFOX	minor	20/07/20, 16:20	none/none	2050
Landing damage. While receiving familiarisation training, the P2 allowed the speed to reduce late in the approach. The P1 first prompted the P2, but then took control and applied power to go around. Despite this, the aircraft touched down and the port wingtip touched the ground.					
86	DG-300	substantial	01/08/20, 12:30	none	585
Crop landing. Shortly after setting off on task, the pilot realised that conditions were deteriorating and chose to return to the airfield. At over 2,000ft ato and 10km away he expected to reach the airfield at circuit height, but had failed to take into account the strength of the headwind he was now flying into. At 1,500ft and 7.5km he realised that the glide was marginal, but decided to press on. At about 500ft and still 5km away he accepted that a field landing was inevitable, but by now had only three landable fields in range, two of which contained livestock. The pilot held off over the 3ft high crop, but as the glider descended a wingtip caught in the crop causing a groundloop, damaging a wing root.					
87	ASW 27	substantial	22/07/20, 12:05	none	507
Wheel-up landing. After an aerotow the pilot ran the turbo for a short while, but had trouble getting the propeller to align prior to retraction. By the time that he managed to stow the engine he had lost height and dumped the water ballast so he decided to return to the airfield. While concentrating on the circuit and landing options he forgot to lower the undercarriage before landing on the runway.					
89	K-21	minor	17/07/20, 16:10	none/none	not reported
Aerotow rope rings punctured wing. While the P1 was demonstrating a box the wake exercise, a large bow developed in the rope as the glider climbed from a bottom corner. The report mentions both the P1 and the P2 referring to the glider as coming almost abeam the tug. The tug pilot had trouble maintaining control during the exercise and had earlier radioed a request to stop the exercise (thought not to have been heard in the glider) before releasing the rope. The glider P1 reacted by also pulling the release. The glider flew into the rope and the rings punctured the wing lower surface before the rope fell away. Both aircraft landed safely. The report quotes the P1 as later saying that he may have flown the exercise "a bit fast". The safety officer's analysis of the flight traces revealed that the glider may have been offset laterally more than necessary and that when flying the arc behind the tug from one side to the other the glider accelerated until it was flying 10kts faster than the tug. The report reminds instructors that the boxing exercise should be flown steadily and slowly and that if a large bow develops the rope should be released to avoid a tug upset.					
91	DG-505	minor	11/08/20, 16:10	none/none	938
Front canopy came open at 800ft ato during a winch launch. The P1 took control and instructed the P2 to hold the canopy closed. The canopy strop had broken and the hinges deformed.					

BGA accident/incident summaries *continued*

AIRCRAFT Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
92	SHK-1	substantial	07/08/20, 11:55	none	50
Release failure. The pilot heard a loud bang from the wheel area just as the winch cable started to pull the glider after the all out signal. He immediately tried to release, but found that pulling the release had no effect. At about 1,000ft ato he lowered the nose and then pulled back on the stick and was able to get the cable to back release. At this point he thought that the actuating cable had broken, but after landing he saw two bulges in the side of the glider so took it to the workshop. A detailed inspection revealed that an old repair made after a heavy landing by the previous owner had failed, the glass and resin layup fixing a plywood bulkhead to the fuselage had become disbonded. The bulkhead had been pushed forward meaning the release cable was now too short to have any effect.					
Incidents					
70	K-13	-	19/07/20, 12:15	-	-
Drag pin fell out on landing. The instructor heard a metallic noise in the rear fuselage during the ground run, a later inspection found the starboard drag pin lying in the bottom of the fuselage and that the retaining safety pin was not engaged on the port drag pin. The club could not determine how the retaining pins had come loose so has decided to wire lock the drag pins to an adjacent cross tube for added safety.					
74	ASW 20	none	17/07/20, 13:50	none	98
Wheel-up landing.					
76	LS4	minor	19/07/20, am	-	-
Damaged wingtip. The glider had just been placed into the launch queue and still had a wing dolly on the port wing. The club tractor passed too close to the opposite wing, catching the wingtip on the rear tyre and trapping the tip between the tyre and the mudguard.					
77	LAK 19t	substantial	20/07/20, 12:00	-	1504
Broken wing. While towing the glider to the launch point the driver was distracted by an impending winch launch and allowed a wingtip to catch on the corner of an abandoned static caravan. The spar of the wing extension was broken and a locking fixture within the main wing section was damaged.					
78	EuroFOX	none	01/06/20, 14:35	-	-
Loss of power during tow. At about 600ft ato the climb rate of the combination reduced markedly. At 1,400ft ato the tug pilot signalled the glider to release and both aircraft returned to the airfield. This was the seventh tow of the day on an unusually hot day. No fault could be found after landing and a Rotax trained inspector suggested that vapour lock might be the cause. After letting the engine cool down a quick test flight was flown and the tug completed another two tows.					
79	EuroFOX	none	24/06/20, 15:50	-	-
Low fuel pressure indication. At about 1,500ft ato the tug pilot noticed that the fuel pressure was below the minimum marked on the gauge despite having the auxiliary fuel pump on. He radioed to the glider pilot, who released immediately and the tug landed back on the airfield. An investigation revealed that the fuel pressure gauge was under-reading.					
80	DR 400	minor	29/06/20, 07:00	none	400
Bent propeller and shock loaded engine. The pilot forgot to remove the nose wheel towbar before starting the engine to taxi away from the hangar.					
81	Dimona H36	none	24/07/20, 17:00	none/none	2500
Engine failure on take-off. An internal magneto impulse coupling had failed.					
82	Grob 103	none	28/07/20, 13:00	none/none	650
Airbrakes opened during aerotow. The P2, on his first flight in a glider, reacted to the sensation of lifting off by raising his knees, knocking the air brake lever in the process. The P1 was able to close and lock the brakes before the open brakes affected the tow.					
83	DG-1000S	none	29/07/20, 12:50	none/none	7300
Airbrakes locked open in flight. At the end of a test flight of the new glider the P1 opened the brakes to descend into the circuit. When he tried to close them again they jammed partially open and it took a few attempts with the handle at different positions before the P1 could fully close the airbrakes. After a safe landing, an investigation found that if the rear handle was rotated more than 60° away from the cockpit wall a rivet head on a locking collar would jam against the Piggott hook plate. The report points out that the flight manual advises pilots to rotate the air brake handle away from the side of the cockpit to disengage the Piggott hook but does not warn that moving it too far could prevent the brakes from closing.					

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BGA accident/incident summaries *continued*

AIRCRAFT Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
84	Pegase	none	19/07/20, 14:00	none	282
Airbrake/undercarriage lever confusion. The pilot made a "gear down and locked" radio call on base leg and then turned onto final approach with his hand still on the undercarriage lever. When he thought that he was opening the airbrakes he was actually retracting the undercarriage. The pilot noticed that the glider wasn't slowing down as usual during the hold-off, glanced at the wing and realised what had happened. He was able to lock the wheel down, open the airbrakes and land normally.					
85	EuroFOX	none	01/08/20, 10:30	none	450
Elevator trim cable broke. The tug pilot reports the control column shaking violently and uncontrollably in pitch. He looked in the mirror and could see the elevator moving rapidly up and down. The P1 in the glider under tow could see the elevator trim tab vibrating violently and at about 250ft ato he released and returned to the airfield. The tug pilot slowed the tug and turned back to land on the airfield.					
88	Grob Astir	none	10/08/20, 16:50	none	-
After a weak link failure at 200ft agl the pilot regained flying speed, but instead of landing ahead he chose to turn. Realising that he would have to land across the airfield the pilot opened the airbrakes during the turn resulting in a very low final turn and crossing the airfield boundary at about 50ft agl.					
90	EuroFOX	none	11/08/20, 14:50	none	-
Tug wave off at about 700ft ato as the tug pilot noted that the CHT gauge was reading off the scale. After landing he noticed that the radiator cap was not completely tightened and that there were green patches on the top of the engine indicating leaking coolant. He was able to refill the radiator with about two litres of coolant mixture, suggesting that it had been running dry. The pilot had attributed high CHT readings during previous tows to the heat of the day, but now realises that he had not fully tightened the cap during the DI.					
93	PW5	none	11/07/20, 17:00	none	66
Release toggle came apart during the winch launch ground run. The pilot was able to release at the top of the launch by pulling the bare wire.					
94	LS4	none	19/07/20, 16:20	none	1048
Landing groundloop. The pilot tried to steer a little to the left to provide extra clearance from a glider in the landing area. A wingtip caught in some heather and the glider immediately groundlooped.					

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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