

BGA accident/incident summaries

AIRCRAFT					PILOT	
Ref	Type	Damage	Date, time	Injury	P1 hours	
117	Ventus 2	minor	22/09/21, -	none	1628	Groundloop after catching a wingtip during landing. The pilot was flying a crosswind approach into a narrow, paved runway in a gusting wind. The glider drifted late in the approach and the pilot believes that he may have caught the upwind wingtip in the grass while trying to correct. The glider yawed through 120°, delaminating some ribs in the fin.
118	Ventus 2	minor	29/09/21, 13:25	none	200	Groundloop after catching wingtip during landing. After an approach in a gusting wind with a crosswind component the pilot noticed that he was drifting slightly downwind while rounding out and attempted to correct by applying some bank. Shortly after touching down the wingtip caught in the grass, yawing the glider so that the glider finished the ground run travelling backwards, damaging a flaperon.
2022						
1	Vega	substantial	13/10/21, 13:15	serious	116	Loss of control on approach before crashing into a field. At about 300ft during a winch launch the pilot realised that the canopy was unlocked. He released at about 500ft at intending to perform a quick circuit and landing but was worried that the canopy might detach and strike the tailplane. He opened the DV panel to hold down the canopy but because of his height he had to do that with his right hand, with his arm across his body, and hold on to the control column with his left hand. After turning final the pilot tried to use his left hand to set the flaps and unlock the airbrakes; he tried to hold the control column between his legs while doing this, but lost control of the glider. The glider dived to the ground before crashing, cartwheeling and ending up inverted, trapping the pilot before he was rescued and airlifted to hospital. The pilot's more serious injuries were a broken arm and an eye injury. The pilot's report mentions some confusion in the recent change in the order of the standard pre-flight checks, as well as general lack of currency as factors.
11	Pegase	minor	11/10/21, 12:35	none	87	Overshot landing at hilltop site. The glider was trying to maintain height in gradually weakening ridge lift when the pilot encountered significant sink. He turned into a circuit and radioed his intention to land across the airfield. Having started the circuit at about 300ft at he was too low to go far enough back to set up a normal approach so concentrated on maintaining a safe airspeed while turning on to final approach. The approach direction involved a considerable crosswind component and despite full airbrake the glider had too much energy to come to stop within the airfield. After landing the glider rolled down the slope, coming to rest in heather and grass tussocks about 10ft below the airfield with only a few surface scuffs to show for the excursion.
14	K-23	minor	06/11/21, 14:00	none	35	Heavy landing. After a winch launch failure during the rotation to full climb the pilot lowered the nose, saw 55 knots on the ASI so pulled the airbrakes and started to round out. The glider landed flat and heavily. Cracks later discovered in resin around the wing roots were confined to excess resin from the manufacturing process which may have become more brittle over time and may not have been caused by the landing.
16	K-21	none	21/10/21, 15:45	minor	-	Glider flew winch launch with the cable attached to the aerotow hook. The pilot reports that the launch helper seemed to be kneeling in the right area and did not notice the mis-hook until the full climb when the glider did not climb as well and the speed increased more than usual. He released the cable early and made an abbreviated circuit. The CFI reports that the "AEROTOW" decal was missing from above the hook but has now been replaced. The launchpoint helper noticed the mis-hook while holding the wingtip and called for the launch to stop. Instead of waiting for the launch to be stopped and the pilot to release the cable he moved in front of the wing just as the winch went all out and was knocked to the ground as the glider accelerated, causing cuts and bruises severe enough to require a visit to A&E.
17	Puchacz	substantial	05/11/21, 13:00	none/none	200	Late takeover. The P2 rounded out late and over-rotated to compensate, striking the tail wheel against the runway. The impact damaged the tyre and wheel rim and also broke the top rudder mounting bracket. The P1 reports that there was no time to prompt or verbally take control and that the tail wheel hit the runway before he could grasp the control column.
21	Perkoz	substantial	20/11/21, 12:00	none/none	420	Groundloop after landing. The P1 assessed that the P1 was landing too close to the launchpoint so took control during the roundout, initiating a shallow bank to steer away from the launchpoint. At some point during the landing the wingtip caught on the ground, yawing the glider before it touched down again travelling sideways. The rear of the fuselage was cracked in several places.
Incidents						
113	Chipmunk	-	26/09/21, 14:15	-	-	Privately-owned aircraft taxied over live winch cable. The pilot made three radio calls but received no reply from the launchpoint so taxied out; he did not notice the launch lights signalling or the wings-level glider about to be launched. The launchpoint controller was concentrating on the launch and had not heard the radio calls or seen the Chipmunk and only stopped the launch when someone shouted "stop".

BGA accident/incident summaries *continued*

AIRCRAFT Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
114	SF25c	-	24/09/21, 14:30	-	33,000
Rough running engine soon after take-off, the P1 landed back at the airfield. Engineers discovered sooted spark plugs and, suspecting rich running, found the carburettor floats to be overweight. This known issue with Rotax engines was the subject of a 2015 service bulletin and ethanol in fuel is believed to be a cause. The club have switched to a non-ethanol fuel and bought an ethanol testing kit.					
115	SF 25c	-	11/09/21, 11:15	-	-
Near miss between TMG towing a glider and another glider. The tug pilot had seen the glider on an intersecting course but was distracted by the glider under tow moving into low tow. By the time he resumed his lookout he saw the glider but was reluctant to take action as he felt that he had right of way and expected the glider to turn away, even though the tug was approaching from the port rear of the glider. He had to reduce power and descend to avoid the glider. The glider pilots first heard the tug close underneath and then saw it overtake them from underneath their port wing. The glider under tow was watching the other glider but was unable to warn the tug as the glider was not fitted with a radio. The near miss glider was fitted with FLARM but the TMG only with a pilot-supplied SkyEcho; while the SkyEcho will detect the FLARM it will not be seen by the FLARM. SkyEcho is a conspicuity aid but lacks the collision warning functions of FLARM. The Skyway code points out that tugs towing gliders need to give way to all other aircraft except powered aircraft.					
116	Grob 103	none	28/08/21, 13:30	none/none	157
Groundloop to avoid airfield boundary fence. The object of the flight was to practise launch failure and land ahead but for the first two attempts the glider was too high to land ahead in the light headwind so a brief circuit and downwind landing was flown. On the third attempt, after recovery, the P2 set up a landing ahead with full airbrake but both pilots recognised that there was marginal room ahead so the P1 took control. At the end of the ground run full rudder was applied and the glider yawed through 135°, stopping less than 20m short of the fence.					
2022					
3	Grob 109	none	03/10/21, 15:00	none/none	-
Wheel brakes failed to hold the TMG while doing pre-flight power checks so the aircraft was returned to the hangar for inspection. After removing the seat pan it was noticed that a wheelbrake cable pulley mount had disbonded from the internal skin of the airframe; pulling the brake lever simply lifted the pulley off the floor. The engineer points out that a better solution would be to have a rigid strut between the brake support and the pulley frame so that operating the wheel brake would compress a rigid strut rather than distort the fuselage skin.					
4	PA 25	minor	16/10/21, 11:45	none	-
While taxiing towards the launchpoint, the pilot felt a jerk before the aircraft stopped so shut down to investigate. The tailwheel leaf spring had failed allowing the assembly to rotate through 90°. The stress fracture had not been visible during the DI.					
5	Grob 109	none	23/10/21, 12:45	none	407
While flying back to the airfield the pilot noted an unusual vibration so turned off the engine and attempted to glide back from 4,000ft. When it became clear that a restart was needed, the pilot started the engine and flew back with no more than the unusual vibration. While taxiing the pilot encountered more vibration severe enough to shake the navigation tablet out of its holder.					
6	-	-	24/10/21, 12:00	-	-
An aerotow weak link was replaced during the flying day. The club use the Tost reserve insert system whereby two links are used with the reserve link attached using an oval hole such that it takes no strain unless the primary link breaks. After five further flights it was discovered that the newly-attached links were both of the round hole, primary type, thus potentially doubling the strength of the weak link.					
7	DG-400	none	25/10/21, 15:35	none	1200
The pilot was unable to unlock the canopy after landing, the canopy had to be released with the help of a second person using an Allen key through the DV panel.					
8	K-21	minor	21/10/21, 09:30	-	-
Small puncture, creasing and black marks discovered on the underside of the trailing edge of a wing about two metres out from the fuselage during DI.					
9	EuroFOX 914	-	23/10/21, 15:30	none	2500
Carbon monoxide leak triggered the CO alarm at about 400ft ato during an aerotow. The pilot had been using the heating while running up and during the tow, about 10 minutes in total. After the alarm he towed the glider back to the airfield before waving it off, opening the door for more airflow and landed safely. The club suspect that the exhaust is leaking from the exhaust joints, one of which is adjacent to the cabin hot air intake.					

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BGA accident/incident summaries *continued*

AIRCRAFT Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
10	-	-	22/10/21, 12:40	-	-
Winch cable and drogue chute landed close to a parked glider. It was decided to change ends, with the last two cables launching two gliders which would land at the current winch end. The first glider launched and after landing parked on the opposite side of the airfield from the winch but slightly in front. The second glider launched, and the cable drifted in the crosswind as it descended after release, landing about two metres away from the wingtip.					
12	Astir	none	05/11/21, 13:40	none	25
Wheel-up landing. The pilot became distracted by other aircraft in a busy circuit and forgot to put the wheel down. The aircraft was undamaged after landing on grass.					
13	Grob 103	none	16/10/21, 16:00	none / none	886
Front canopy opened in flight. The P2 was the last to fly of a group of five visiting for trial flights and while the P2 was being strapped in another of the group was attaching a camera using a suction cup to the right side of the front canopy. The front canopy was closed by the camera owner who then adjusted the camera viewpoint through the open rear canopy while the P1 was doing the pre-flight checks. The P1 cannot recall whether he asked the P2 to check that the front canopy was secure as part of the checks. The CFI points out that the front lock on this glider moves freely for most of its travel but needs a positive force to lock the canopy shut; an unfamiliar operator may not push the handle to the fully locked position. The CFI will request an inspector to take a careful look at the mechanism.					
15	Perkoz	none	08/11/21, 10:55	none/none	-
Winch launch picked up second winch cable. The P1 reports a seemingly normal launch failure at the end of the rotation and recovery to a straight ahead landing. There are conflicting reports on whether one cable was snagged on the other at the start of the launch or whether the glider's ground run took it towards the second cable, catching it with one of the wheels it before taking off.					
18	-	-	-	-	-
The club routinely remove the cushions from its K-21s overnight to protect against rodent damage. The club safety officer reports that the front and rear cushions are not identical and that fitting the wrong cushion to the wrong seat can restrict the movement of the control column. The club intends to mark its seat cushions appropriately.					
19	-	-	13/11/21, 09:30	-	-
Winch found to be in use with guillotine beyond the test validity expiration date.					
20	K-23	none	14/11/21, 12:00	-	-
Glider aerotowed on the winch hook as it was not fitted with an aerotow hook. Although the tow was completed without issue later conversation prompted an examination of the flight manual which confirmed that aerotowing was only permitted using an aerotow hook. The club intend to placard the glider as winch launch only.					

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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