

BGA accident/incident summaries

AIRCRAFT				PILOT	
Ref	Type	Damage	Date, time	Injury	P1 hours
19	ASW 19	minor	31/03/21, 13:05	none	70
Undercarriage collapsed during landing ground run. Although the touchdown was normal, the H-frame holding the main wheel collapsed and there was minor damage to the gear doors. The glider had been laid-up for 10 years following a heavy landing before being repaired and sold. The repair involved fitting a replacement undercarriage from another airframe.					
21	ASH 25 Mi	minor	17/04/21, -	none/none	1136
Undercarriage collapse during field landing. After the engine failed to start it could only be partially retracted as the propeller was not in the vertical position. A normal circuit and landing was flown into the selected field, but the glider ran over an undulation during the ground run, launching the glider back into the air. The subsequent hard landing fractured the undercarriage mounting, driving the wheel back into the wheel bay, as well as causing possible damage to the engine pylon spindle drive. Fuel was seen leaking after the landing, indicating possible damage to the fuel system.					
24	Silent Electro	destroyed	23/04/21, 14:00	serious	227
AAIB investigation. Witnesses report the glider taking off into a steep nose-up attitude before turning and dropping nose first into the ground.					
25	K-21	minor	20/04/21, 15:50	none/none	700
While pulling the release at the top of the winch launch, the P2 let go of the knob under tension. The cable quickly retracted and the knob's momentum led to it striking the ASI, breaking the glass. The club intend to shorten the length of the release cable.					
28	DG-500	minor	25/04/21, 13:30	none/none	4868
Wheel-up landing. At about 2,500ft ato, the P2 reported feeling unwell so the P1 flew a rapid descent, during which the P2 was sick. The P1 carried out an abbreviated circuit and landing, forgetting to lower the undercarriage. The underside of the fuselage was damaged by the hard surface.					
29	EuroFOX	substantial	24/04/21, 10:45	none	720
Prop strike. After receiving the 'take up slack' signal, the tug pilot opened up full throttle. He quickly realised his mistake, closed the throttle and applied the brakes. The tug tipped over on to its nose, damaging the propeller with possible damage to the gearbox, engine and engine mount.					
32	Ventus	minor	16/04/21, 14:00	none	1200
Wheel-up landing. The pilot realised at about 5ft agl and attempted to lower the wheel. He let go of the airbrake lever to control the glider in pitch with his left hand, but the glider landed heavily with the wheel only partially extended. The undercarriage doors came off and the undercarriage extension mechanism was damaged. Lack of currency, the fact that the glider was new to the pilot and an urgent call of nature were all cited as factors as to why the pilot did not complete his pre-landing checks.					
34	Nimbus 3dt	minor	29/04/21, 13:10	none	1752
Field landing accident. After the turbo engine failed to run at full power the glider was unable to maintain height. The pilot flew a circuit into a suitable field, shutting down the engine on base leg but leaving it partially erect. He lowered the gear on final approach, but soon after touching down the gear collapsed. The undercarriage doors and underside of the fuselage were damaged, the wingtip section of the port wing broke off and the starboard spoileron was fractured. The CFI noted that the the GPS trace shows that the pilot overshot the turn onto final approach and that while turning to line up the airspeed reduced. The speed reduced further on final approach, possibly due to the distraction of lowering the undercarriage, and that combined with the additional drag of a partially deployed engine, as well as the upslope at the touchdown area, the glider may not have had sufficient energy to round out to a fully held off landing.					
35	K-21	minor	09/05/21, 12:50	none/none	762
After the third winch launch of the day, the underside of the glider was found to have a puncture hole between the winch hook and the main wheel. The club suspect that the 20mm by 10mm hole had been caused by the rings after releasing from a winch launch. They had recently started using a Dyneema winch cable and allowing the cable to back release rather than releasing earlier under tension and the report speculates whether this allowed the rings to strike the underside of the fuselage.					
36	ASW 19	substantial	12/05/21, 15:00	minor	not reported
Heavy landing during which the glider was reported to have bounced several times on the hard runway. The engineering report noted an area of abrasion damage underneath the forward cockpit, as well as cracks in the rudder pedal fixture.					

Incidents

18	SF 25c	substantial	09/03/21, 10:00	-	-
The TMG hadn't been used for almost four months so the pilot decided to run the engine on the ground for a while. Initially the engine wouldn't start so the pilot removed the lower cowling to clean and replace the spark plugs, after which the engine started normally. Although running at relatively low rpm, a gust of wind picked up the still-removed lower cowling and blew it into the propeller, damaging both.					

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.

BGA accident/incident summaries *continued*

AIRCRAFT Ref	Type	Damage	Date, time	PILOT Injury	P1 hours
20	ASW 20	none	10/04/21, 12:15	none	440
Heavy landing following winch launch failure. The pilot reports flying at about 50kts, still in the initial climb when the power failed. He pulled the release, lowered the nose and rounded out into the float when he reached for the airbrake lever. Unfortunately, he took hold of the flap lever and added landing flap instead of opening the airbrakes. The extra lift ballooned the glider some 10ft in the air at low airspeed in a high drag configuration. The pilot was unable to prevent a hard landing. After the glider had launched, the launchpoint controller had radioed the retrieve truck driver to stop; the winch driver only heard the word "stop" over the noise of the engine at high power and had immediately stopped the launch.					
22	Nimbus 4	substantial	15/04/21, 15:50	none	-
Ground towing incident. After landing, the pilot attached the glider to his car and towed it towards the parking area. While watching another glider land the pilot drove too close to the edge of the landing area and allowed the port aileron to collide with a windsock mast. As well as damaging the aileron the towbar snapped, allowing the glider to rotate further until a guy wire also cut into the aileron.					
23	K-13	none	14/04/21, 14:30	none / none	-
ASI failure. The glider had been put back on to flight risk insurance and serviced. After a test flight the pilots reported that both ASIs were not functioning. The dynamic pressure tube was found to be kinked at both the front and rear ASI behind the instrument panel.					
26	PA 25	substantial	17/04/21, -	-	-
Winch cable caught on the tug. The tug was taxiing back to the hangar behind a glider under ground tow on the downwind side of the 110-metre wide airfield. The winch cables were on the upwind side of the airfield. The glider P1 had briefed the launchpoint controller that the next flight would be a mid-height launch failure and the controller passed this on to the winch driver. Neither the tug nor the towed glider were visible to the winch driver when the launch started as both were in a dip in the ground. After the glider P1 pulled the release at about 500ft, the winch driver cut the power and allowed the cable to fall while waiting to see what the glider was going to do. By the time the cable started to be pulled in it had already lost a lot of height and, seeing that it was about to drop into the dip, the winch driver again cut the power and applied the brake. The cable fell across the port wing of the tug, snagging between the aileron and flap, and had enough momentum to groundloop the tug, damaging the the wing and the tailwheel assembly.					
27	Grob Astir	none	17/04/21, 12:55	none	400
Aerotow take-off with airbrakes unlocked. The brakes opened at about 200ft ato and the tug pilot, noticing the reduced climb rate, radioed the glider pilot. The brakes were closed and the tow continued. The CFI reports that the pilot has been advised to continue using the old pre take-off checks as that is what the pilot has been used to for years and there would be less scope for confusion.					
30	SF 25c K-13	none none	12/04/21, 15:55	none none	330 23
Near mid-air. The tug pilot in the TMG flew a left hand circuit to the south of the airfield, the K-13 a right hand circuit. The tug pilot had already seen the K-13 and while turning on to base leg assessed that being lower and further round the circuit he would be able to land and clear the landing area before the glider landed. After landing he moved to the north side of the airfield intending to turn round to backtrack to the launchpoint. While looking out before turning he was surprised to see that the glider had already landed and was close behind on his left. The glider pilot reports that he did not see the TMG in the circuit as he was focusing on his intended landing area. It was only after turning final that he saw the TMG overtake him below and tracking to his right so he moved to the left to land clear of the TMG. The duty instructor saw both aircraft turning final and assessed that the K-13 was approx. 75ft higher and 30m behind the TMG. The K-13 was fitted with a working FLARM, the TMG had a SkyEcho but no FLARM. The club are exploring their options on compatible conspicuity equipment and are also intending to fit radios and mandate downwind radio calls. See also Airprox Report 2021032.					
31	Ventus	minor	29/04/21, -	-	-
While towing the glider using tow out gear, the pilot heard a noise from behind. Suspecting that the towing arm had come off he continued driving slowly forward to keep the car clear of the glider. Although clear of the tailplane, the crosswind swung the glider round until the inner aileron and underside of the wing struck the car. As well as damage to the aileron and wing trailing edge fairing, the pilot suspects that the force of the impact may have damaged the connection between the inner and outer aileron.					
33	K-21	minor	20/04/21, 11:55	-	-
Cracked canopy. The rear seat pilot put his hands on the cockpit frame to aid in getting out of the glider. While doing so one elbow pressed against the canopy, dislodging a piece of the Perspex.					
37	EuroFOX	none	11/05/21, 16:25	-	-
Tug upset by helicopter downwash during take-off. The mixed use airfield had two parallel runways. The powerful twin-engined helicopter had done several circuits and come to a stop on the main runway when the aerotow combination started their take-off. They were already airborne when the tug flew past the helicopter, about 50m from it. The tug pilot reports the aircraft being rolled and pushed to one side, the glider pilot saw the tug rolling to 45° and diverging off the runway so pulled the release and landed safely ahead. The tug was able to climb away but had to fly two circuits before it was able to land, several minutes after the helicopter had departed. Both the airfield FISO and the tug pilot had assumed that the helicopter was on the runway with the rotor not producing lift when the tug began its take-off roll; it turned out that the helicopter was hovering a few feet above the runway with the rotor producing significant lift and downwash.					