

# BGA accident/incident summaries

| AIRCRAFT<br>Ref                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Type     | Damage      | Date, time      | PILOT<br>Injury | P1 hours |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|-------------|-----------------|-----------------|----------|
| 47                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Grob 109 | minor       | 07/03/22, 14:00 | none/none       | 10,965   |
| Broken propeller. The TMG did several circuits using the hard runway before the pilots decided to make the final landing on the grass runway. Part of the runway was soggy and the TMG slowly tipped onto its nose during the ground run.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |          |             |                 |                 |          |
| 48                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | EuroFOX  | substantial | 26/02/22, 14:00 | none            | 1415     |
| Broken propeller. The tug landed on the hard runway and backtracked towards the launchpoint. Seeing a glider on final approach to the runway, the tug pilot pulled off onto the grass and yawed the taildragger round to park next to some gliders parked adjacent to the runway. As the pilot stopped the tug with its nose pointed towards the runway the tail started to lift and, despite closing the throttle, the propeller tips struck the ground. Later examination of the parking area found ruts in the grass parallel to the runway where gliders had been towed on previous days; the grass had grown over and covered these ruts.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |          |             |                 |                 |          |
| 51                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | PA 18    | substantial | 19/03/22, 14:10 | none            | 243      |
| Propeller strike. While taxiing slowly, predominantly into wind, to line up in front of the next glider, the tail of the tug was lifted until the propeller struck the ground. The pilot reports that the grass in the launch area was firm and that it didn't feel as if the tug suddenly stopped and tipped forward but that the tail was simply lifted, despite the stick being held fully back.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |          |             |                 |                 |          |
| 53                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | LS8      | minor       | 23/03/22, 17:00 | none            | 2930     |
| Wheel retracted after landing. At the end of a short test flight after refurbishment the pilot cycled the undercarriage twice to ensure that it was locked down. After a gentle touchdown the glider ran over a small bump and the wheel retracted, leaving some minor scuffs on the underside.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |          |             |                 |                 |          |
| 55                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | LAK 17   | minor       | 24/03/22, 14:20 | none            | 68       |
| After a short in-flight test run of the engine the pilot shut it down but then deployed the propeller stop before the propeller had finished rotating, damaging the propeller. The CFI highlights the importance of following the technique described in the flight manual and the advantages of a written checklist.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |          |             |                 |                 |          |
| 58                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | K-13     | substantial | 06/04/22, 14:00 | none/none       | 1750     |
| Field landing accident during a training flight. While ridge soaring, the conditions deteriorated as the forecast showers approached. Unable to gain height in a bowl the P1 flew round a spur to an area of the ridge that had been working only a few minutes previously. Finding no lift they carried on down the ridge continuing to lose height after flying into rain. At low height the P1 quickly selected the least worst available field and made a hurried approach aiming to land across the slope. After touching down, a wingtip caught on the slope, yawing the glider until it skidded sideways into a hedge. One wing and the tailplane were damaged.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |          |             |                 |                 |          |
| 60                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | SF 25    | minor       | 09/04/22, 11:05 | none            | 306      |
| TMG wingtip struck launchpoint caravan. The pilot intended to taxi past the caravan before turning towards the side of the runway to clear the runway as a glider had just radioed "downwind, low". He thought that the starboard wingtip had cleared the caravan when he pressed the left rudder pedal to yaw the TMG round to face the runway. The leading and trailing edges of the wingtip were damaged after it struck the vehicle.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |          |             |                 |                 |          |
| 63                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Pegase   | substantial | 24/04/22, 15:30 | minor           | 1839     |
| Field landing accident. The pilot was the follower in a lead and follow cross-country practice flight involving a mix of thermal lift and ridge soaring. Struggling to maintain height while ridge soaring, the pilot selected a field at about 700ft agl but continued to fly a few more beats on the ridge. He judged the field alignment to be crosswind and elected to accept a slight downslope and approach over a low hedge in preference to approaching over a line of trees into the 250m long field. At less than 600ft agl he committed to a low circuit. On final approach the pilot closed the airbrakes to aid regaining control after flying through some turbulence, he believes that he opened them again but also reports that he had difficulty getting the glider to descend. He passed under some previously unseen overhead wires about halfway down the field and soon after realised that he was not going to land in the field. He pitched up to pass through some low trees. The impact rolled the glider and it crashed in the next field wing first, ending up facing back the way he had come. The pilot had some minor abrasions and slight whiplash. The glider had impact damage to both wings and the cockpit area, the fuselage was snapped. The report pointed out that followers can be reluctant to give up early and stressed the need for currency in field landing practice. Analysis of the trace showed that the approach was flown with a tail wind component. |          |             |                 |                 |          |
| 65                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Discus   | minor       | 17/04/22, 13:20 | none            | 600      |
| Field landing damage. At about 3km from the airfield the pilot realised that he would not reach it, made a brief circle over the field that was underneath him before landing in it. The field had a rocky surface and the landing was heavy, resulting in deep scratches under the nose with minor scratches to both wingtips.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |          |             |                 |                 |          |
| 66                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Astir    | minor       | 24/04/22, 14:00 | none            | 13       |
| Undercarriage door damaged during landing. Uneven ground, running over a pothole and hard braking blamed for the damage.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |          |             |                 |                 |          |

# BGA accident/incident summaries *continued*

| AIRCRAFT |          | Damage | Date, time      | PILOT     | P1 hours |
|----------|----------|--------|-----------------|-----------|----------|
| Ref      | Type     |        |                 | Injury    |          |
| 67       | Grob 103 | minor  | 29/04/22, 10:55 | none/none | 1357     |

Glider wing hit runway sign at a taxiway intersection at a mixed use airfield. The underside of the wing sustained two punctures, the sign was destroyed. The position of runway signs was part of an ongoing discussion between the club and the airfield management.

## Incidents

|    |       |      |                 |      |     |
|----|-------|------|-----------------|------|-----|
| 49 | PA 25 | none | 13/03/22, 11:00 | none | 602 |
|----|-------|------|-----------------|------|-----|

Propeller strike. The pilot had just taxied to the front of the aerotow queue and was about to shut the engine down when a gust lifted the tail. The tug had parked perpendicular to the prevailing wind but the report speculates that the gust may have been funnelled through or round nearby buildings, changing the local wind direction.

|    |         |      |                 |      |     |
|----|---------|------|-----------------|------|-----|
| 50 | EuroFOX | none | 17/03/22, 12:00 | none | 186 |
|----|---------|------|-----------------|------|-----|

Tug upset. Climbing through 200ft ato the tug pilot started a gentle left turn for noise abatement. The pilot could see the glider on the outside of the turn and climbing behind the tug so levelled the wings to give the glider a chance to get back into position. The glider continued to climb behind the tug so the tug pilot, feeling the tail being lifted, cut the rope before the stick hit the backstop and returned to a safe landing on the airfield. The tug pilot reports the conditions as "moderately turbulent." The glider pilot reports using large control movements to try to stay in position in "a rough windy, rotor day." The tug seemed to descend during the turn so the glider pilot pulled the release when unable to follow the tug before landing back on the airfield.

|    |           |      |                 |      |      |
|----|-----------|------|-----------------|------|------|
| 52 | HpH Shark | none | 05/03/22, 12:30 | none | 1968 |
|    | DG 300    | none |                 | none | 91   |

Near miss while ridge soaring. Conditions were deteriorating and both pilots were considering returning to the airfield. The DG was about 700 metres behind the Shark, travelling in the same direction. The DG pilot saw the Shark turn to reverse direction but lost sight of it after checking his position relative to the airfield. The Shark pilot did not see the DG at all before the gliders passed each other about a wingspan apart with less than 50ft vertical separation. Both pilots reported that the profusion of FLARM alerts when soaring the ridge close to the airfield made it difficult to identify the specific threat as looking down at an instrument would compromise their external lookout.

|    |           |      |                 |      |      |
|----|-----------|------|-----------------|------|------|
| 54 | HpH Shark | none | 20/03/22, 12:25 | none | 1109 |
|----|-----------|------|-----------------|------|------|

Lost tow rope. During the tow the tug was lifted by a strong thermal and the glider pilot decided to release. After pulling the handle several times without releasing, the pilot radioed to the tug that he was unable to release so the tug pilot towed the glider close to the airfield and released the rope from the tug. The glider pilot pulled the release a few times during the descent and landed without the rope. He had radioed the launchpoint asking if the rope was still attached and received an affirmative reply. However, the club uses the common glider field frequency and, despite prefacing his call with the name of the club, he believes that the reply came from another club. After landing, the pilot checked that the release worked normally and then sat in the glider to analyse the event. He realised that he had swapped hands on the stick to adjust a vent (more than 2,000ft ato) and that when the tug rose he had reached for the handle between his legs with his right hand, grasping hold of the rudder pedal adjustment handle instead of the tow release handle.

|    |        |       |                 |      |       |
|----|--------|-------|-----------------|------|-------|
| 56 | ASW 27 | minor | 01/04/22, 16:00 | none | 7,176 |
|----|--------|-------|-----------------|------|-------|

Glider rolled into back of car. The pilot towed the glider back to the trailer but had to manoeuvre around another parked glider and thus approached the trailer from a slightly different angle than usual. Instead of parking across the slope as usual the glider was now parked on a slight downslope and, after the towbar was disconnected, the glider rolled into the car. A corner of the horizontal stabiliser was crushed.

|    |             |      |                 |      |     |
|----|-------------|------|-----------------|------|-----|
| 57 | Open Cirrus | none | 26/03/22, 14:10 | none | 199 |
|----|-------------|------|-----------------|------|-----|

Wheel-up landing. The pilot was sure that he lowered the wheel while descending from a wave flight through severe rotor turbulence, although as he was pre-occupied in coping with the "horrendous rotor" he thinks he may not have done the pre-landing checks correctly. He suggests that the turbulence experienced during the circuit may have unlocked the mechanism. The pilot had been in the air for three hours, during which the wind had increased to such an extent that the club had stopped launching.

|    |         |      |                 |      |     |
|----|---------|------|-----------------|------|-----|
| 59 | DG-1000 | none | 02/04/22, 15:00 | none | 660 |
|----|---------|------|-----------------|------|-----|

Undercarriage retracted during landing. The P1 reports doing the WULF pre-landing checks and observing the gear lever in what he thought to be the fully locked position, yet the undercarriage collapsed soon after touching down. The ground was soft, the grass wet so the glider was undamaged.

|    |        |       |                 |   |   |
|----|--------|-------|-----------------|---|---|
| 61 | Pegase | minor | 13/04/22, 12:30 | - | - |
|----|--------|-------|-----------------|---|---|

Damaged tailplane and fin. As the pilot pushed the glider out of its T-hangar the wing dolly collapsed. The wing went down and forward until the horizontal stabiliser hit a roof truss with some force. The stabiliser had surface damage but the twisting forces of the impact split the top of the fin leading edge.

**Continued on p66**

## BGA accident/incident summaries *continued*

| AIRCRAFT<br>Ref                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Type    | Damage      | Date, time      | PILOT<br>Injury | P1 hours |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|-------------|-----------------|-----------------|----------|
| 62                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | ASH 25  | none        | 19/04/22, 15:50 | none            | 1750     |
| Airbrake control disconnected in flight. The pilot opened the airbrakes on the downwind leg but while attempting to close them again the actuation force reduced and the glider started to roll and yaw to the left. The pilot could see that the port airbrake remained fully open so also opened the starboard airbrake and was able to adjust his circuit and land safely. The glider had been rigged five days previously, both pilots had visually verified the L'Hotellier and Wedekind connectors and a positive control check had been done. The incident happened during the fourth flight since rigging. The P1 is surprised that an unlatched connection could survive so many actuations, including the pre-flight checks. He reports that after re-attaching the controls he could feel some play in the ball and socket connection but even so was unable to pull the connection apart. |         |             |                 |                 |          |
| 64                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | DG-1000 | none        | 20/04/22, 11:05 | none/none       | 7501     |
| Fin ballast weights fell out in flight. The P1 replaced the plastic cover after inserting some weights but didn't fully close the locking pin as it was stiff. He also failed to tape the edges of the cover as required by the flight manual. The cover was found on the airfield but the five weights that fell out were not found. The flight manual also explains how the weight indicator light in the front panel will warn if the weight cover is not properly locked.                                                                                                                                                                                                                                                                                                                                                                                                                         |         |             |                 |                 |          |
| 68                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Astir   | none        | 30/04/22, 11:55 | -               | -        |
| Incorrect placement of total energy probe. The glider had just returned from maintenance and was given a DI by someone other than the pilot. The pilot noticed the incorrect and erratic ASI and vario movements during the aerotow but after releasing was able to land safely. The TE and pitot tube that protrude from the fin have the same internal diameter and, although clearly labelled, it is possible to insert the TE probe into the wrong tube. The club intends to further visibly differentiate between the two tubes and publicise this incident in the club newsletter.                                                                                                                                                                                                                                                                                                              |         |             |                 |                 |          |
| 69                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | K-21    | none        | 2/05/22, 11:10  | none/none       | -        |
| Lost tow rope. The tug and glider inadvertently entered IMC at 3,000ft agl on a day with variable cloudbase. The tug waved off the glider but the signal was not seen by the glider pilot. Concerned at the possibility of a tug upset, the tug pilot released the rope. The glider pilot, seeing the rope go slack also pulled the release, dropping the rope over farm land about 2nm south of the airfield.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |         |             |                 |                 |          |
| 70                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Libelle | substantial | 18/04/22, 14:00 | none            | 90       |
| Glider damaged while being towed by car. The glider was being towed off the landing area and the driver was concentrating on looking out for landing traffic when the wing dolly caught in rough ground near the airfield edge. The fuselage was fractured behind the cockpit.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |         |             |                 |                 |          |
| 71                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Discus  | substantial | 20/04/22, -     | -               | -        |
| Club tractor drove over the glider's wingtip.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |         |             |                 |                 |          |

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](mailto:editor@sailplaneandgliding.co.uk) or by post to the address on p3.



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