

Accident and Incident Summaries 12-2015

No.	Type	Damage	Date	Time	Place	Pilot age	Injury	P1 hours	What happened
63	Dimona	substantial	24/04/15	15:25	Buckminster GC	67	none	119	Heavy landing & prop strike. This type of aircraft has the throttle lever on the centre console and an airbrake lever to the left of each seat; the right seat airbrake control is close to the throttle and easily accessible to the left seat pilot's right hand. The pilot reports that in future he intends to swap hands on the stick after closing the throttle - right hand on the stick, left hand on the left seat airbrake lever.
64	K 13	minor	16/04/15	14:00	Black Mountains GC	71	none / none	3,500	Puncture to leading edge of wing in field landing. After failing to find lift the instructor realised that they were barely within gliding range and set up a marginal final glide back to the airfield, picking landable fields on the way. Encountering sink close to the airfield the pilot turned to land in the only available field where, despite landing uphill and steering to the furthest corner, the port wing hit the boundary hedge. The CFI's report suggests that an earlier decision to land in a more suitable field would have been a better option.
65	Grob 109	minor	11/01/15	13:00	Kestrel GC	50	none	5500	Shattered canopy. While taxiing back to the hangar the portside door canopy shattered around the DV panel. The report suggests either weakness in the canopy or a foreign object thrown up by the prop.
66	Ventus	minor	27/04/15	16:15	Bath, Wilts & N Dorset GC	68	none	995	Damage to aileron. During a field landing the wheel locked as the pilot braked, the wheel skidded on the freshly cut grass and the glider started to groundloop. The aileron on the outer panel of the rearward moving wing caught in the grass and was bent downward beyond the usual operating range.
69	Astir	substantial	10/05/15	15:05	Yorkshire GC	52	minor	24	Undershot approach. The wind had picked up during the day, pilots were reporting turbulence and strong sink on the approach. The pilot used the airbrakes to lose height on base leg as well as adjusting the glider heading to compensate for the strong wind. On approach, in rough conditions, the pilot realised that the glider was undershooting and made a controlled landing in a clearing in the trees. The glider hit a tree stump damaging the cockpit area, the pilot suffered bruising. One witness reports that the airbrakes remained open throughout the approach.
70	Discus	substantial	28/04/15	13:00	Lasham GS	59	none	636	Field landing after turbo failed to start. The pilot had picked a couple of fields and prepared for landing before trying to start the turbo at about 1,300' agl. He kept on trying to start the engine before making a quick circuit into one of the pre-selected fields. The hasty approach into a strong and gusting wind, with the engine out, ended in a hard landing. The wheel box was later found to have some delamination and a wingtip had minor scratch damage.

73	Kestrel	substantial	16/05/15	14:20	South Wales GC	58	none	1300	Hit cable on approach to a field landing. The pilot chose to fly low over the boundary hedge to maximise the available length and did not notice the phone cable until just before impact. The fuselage broke during the landing.
74	Cirrus	destroyed	17/05/15	–	Midland GC	51	serious	250	Overshot field landing. The pilot set up an approach into a ploughed field thinking he was landing into a 20 knot headwind and intending to land long near the gate. The pilot quickly realised that he was landing in a crosswind and about to overshoot so he closed the airbrakes and tried to fly over a gap in the boundary hedge. The wingtips caught in the hedge and the glider crashed into the next field, tearing off a wing. The pilot fractured 3 vertebrae.
78	Pik 20	minor	21/05/15	15:00	Devon & Somerset GC	74	minor	2373	Field landing accident. The selected field was large, had been mown and there was another glider in it. The pilot realised on final approach that he was landing down a slope and he chose to fly the glider onto the ground before running out of field. The glider then groundlooped, buckling the undercarriage frame.
82	Nimbus 3	minor	26/05/15	14:30	The Gliding Centre	68	none / none	183	Undershot landing. The pilot was practising a full flap, full airbrake short field landing but after rounding out over the top of the crop in the undershoot field the glider did not float as much as expected and landed in the crop at the edge of the field. The main wheel hit a step at the edge of the airfield, bouncing the glider back into the air just as a wingtip caught in the crop. The glider yawed through 90° before landing sideways onto the airfield.
83	DG 500	substantial	28/05/15	13:25	Yorkshire GC	67	none / none	873	Wheel up landing damaged an internal frame. The pilot omitted his pre-landing checks.
84	K 21	substantial	30/05/15	12:15	Ulster GC	49	none / none	451	Glider hit tractor during landing ground run. While landing at the end of a trial lesson the pilot was concentrating on his approach reference point and airspeed and failed to notice the tractor (on grass cutting duty) driving down the landing area on a reciprocal heading. The pilot saw the tractor after touching down and attempted to steer away but a wingtip caught the cab, damaging the wing and fracturing the fuselage as the glider yawed.
85	K 6	substantial	30/05/15	14:20	Edensoaring	48	none	64	While field landing the glider struck a rock obscured in tall grass. The underside of the rear fuselage was badly scored and punctured.
86	Grob Acro	substantial	9/06/15	09:50	Southdown GC	66	minor / none	150	Rear canopy opened on aerotow. After getting in the instructor had closed the canopy as protection from the wind, when the P2 asked about it during his pre-flight checks the instructor confirmed the canopy was closed and locked without physically checking. After the perspex shattered the frame slammed shut again, hitting and cutting the instructor's head.
87	T 61	minor	24/05/15	--	York GC	34	none / none	130	Prop strike. While taxiing off the grass runway the TMG ran over some uneven ground and the propeller hit the ground, splitting a blade.

88	LS 4	minor	12/06/15	11:40	Borders GC	62	none	204	Heavy landing bent both legs of the undercarriage fork. The pilot believes that he was focussed too much on his reference point and made a late, rushed roundout.
89	K 8	destroyed	14/06/15	12:10	Cotswold GC	57	fatal	unknown	AAIB investigation.
92	ASW 19	minor	24/06/15	12:00	Cotswold GC	57	none	16	Heavy, landing damaged undercarriage. The inexperienced pilot had not flown for 3 weeks and his only previous flight in the this glider had been a single circuit nine months earlier. He thought that he had a winch launch failure at 600' agl so pulled the release and flew an abbreviated circuit. The pilot had trouble co-ordinating attitude and airbrake on approach, flying at 70+ knots and, concerned at the high sink rate, adjusting the airbrake setting several times. This continued until the glider landed heavily, bouncing and landing a few times.

Incidents

no.	type	damage	date	time	injury	what happened
67	K 13	--	3/05/15	--	--	Mis-rigging. While lining up the tailplane mountings the elevator connection came out of the elevator control pushrod. The disconnection was quickly discovered at the start of the DI.
68	K 21	minor	9/05/15	14:40	--	The instructor opened the front canopy to attach a tow rope but as the rope was being attached, a gust of wind blew the canopy shut. The canopy cracked across its full width.
71	Astir	none	1/05/15	15:00	—	Pre-Bronze pilot made a safe field landing after searching for lift and getting too low to glide back to the airfield.
72	Astir	none	4/05/15	13:10	—	Mis-rigging. After releasing from the aerotow the pilot noticed that the ASI was not working. He assessed his options, elected to land and used the airbrakes to speed up the descent. Having started his circuit he forgot to close the airbrakes and by the time he realised the mistake he was too low to reach the airfield. After a safe landing in a field the pilot noticed that he had put the total energy tube into the pitot receptacle in the fin.
75	K 6	minor	15/05/15	18:00	—	De-rigging in a strong wind when a gust weathercocked the glider, breaking the fuselage support. The fuselage fell over and was left with a crease in the plywood skin.
76	Grob Acro	none	16/05/15	18:00	—	At the end of the day's flying it was found that the glider battery was completely unsecured and the securing bolt was missing. The glider had been busy with soaring and aerobatic flights all day.
77	Duo Discus	substantial	19/05/15	15:00	—	The glider was securely parked with trestles under each wing, the forecast was for breezy weather but no Met Office weather warnings had been issued. After a phone call from the airfield the owners returned to find that the glider had been blown 100 yards into an earth bank, tearing off a wingtip and damaging the rudder. Weather recordings showed that a large storm had developed a few miles upwind and that the associated strong winds had reached the airfield.

79	Grob Acro	none	23/05/15	11:30	–	The pilot forgot to check that the rear canopy was locked before take off. The canopy came open early during the winch launch, fortunately remaining attached and undamaged.
80	Lak 12	none	23/05/15	12:30	--	Tug upset. Early in the aerotow the glider pilot realised that the canopy was unlocked. While dealing with the canopy he was not concentrating on the tug and when the pilot looked up and realised that the tug was now out of sight below the nose he pulled the release. The tug pilot reports the aircraft tail being lifted and the tug being in a steep dive despite aft stick. The tug pilot pulled the release and the dive bottomed out below the height of some nearby pylons.
81	K 21	none	14/04/15	14:30	--	Fuselage access panel fell off during an aerotow. The glider was re-rigged after a landout and despite a DI it was not noticed that the control connection access panel had not been properly secured or taped.
90	K 21	none	17/06/15	12:15	--	After a simulated winch launch at approx. 500' agl the P2 regained flying speed and opened the airbrakes intending to land ahead. The instructor had expected an abbreviated circuit but initially felt there would be enough room to land ahead. Realising there wasn't enough room, the instructor took over just in time to roundout and then shut the airbrakes, fly over the boundary hedge and land in an adjacent crop field.
91	Astir	none	24/06/15	16:00	--	Wheel up landing.