

BGA accident/incident summaries

AIRCRAFT

Ref	Type	Damage	Date, time	Place	Age	PILOT Injury	P1 hours
148	K-13	substantial	08/08/15, 15:00	Lasham GS	55/40	none/none	407
Introductory flight ended in a field landing. The pilot allowed the glider to get too low, too far from the airfield and attempted to stretch the glide back. Observers at the launchpoint saw the glider approach the airfield at slow speed in a nose high attitude. When the pilot realised he would not clear trees bordering the airfield he made a very low <100ft agl turn away and managed to level the wings before landing in the crop field beneath him. Tailplane mounting fixtures were damaged.							
149	Kestrel	destroyed	09/08/15, 16:00	Shenington GC	68	none	26
Undershooting approach ended in a crash short of the airfield. The glider was observed undershooting the approach, low and slow with the airbrakes still out before it was seen to stall, drop a wing and fall out of sight. The low airtime pilot had had received a tailored programme of instruction before being allowed to fly the glider, but the CFI's report notes that the pilot was not doing enough flying to remain current.							
154	Duo Discus	substantial	06/09/15, 14:00	Chilterns GC	-	none	not reported
Blade failure of the turbo during a cross-country flight.							
155	K-18	substantial	29/08/15, 10:45	Wrekin GC	68	none	30
Glider hit airfield lighting fixture during landing run. The glider was seen to sink rapidly in the latter part of the approach, the pilot closed the airbrakes, but the glider touched down on the perimeter track and the light fixture tore off the starboard tailplane and elevator. Wind gradient in the lee of an adjacent hangar and/or poor speed control cited as possible factors in the report.							
156	DG-1000	minor	09/09/15, 18:00	Deeside GC	86/67	none/none	3900
Undercarriage retracted on touchdown. The visiting pilot reports that all was normal on the approach, the undercarriage lever was in the down position and there was no gear up warning when the airbrake was used.							
157	DG-303	minor	10/09/15, 13:00	Deeside GC	61	none	850
Undercarriage retracted after landing. The visiting pilot had lowered the wheel as part of the pre-landing checks and an observer reports that the wheel retracted just after touchdown. The pilot suspects that turbulence during the circuit combined with no positive resistance in the over centre lock caused the mechanism to become unlocked.							
158	LS7	minor	10/09/15, 14:15	Llanbedr airfield	57	none	1284
Wheel-up landing. The visiting pilot is sure that he lowered the wheel during the downwind leg, but suspects that he may have forgotten to raise the wheel after the aerotow and retracted the wheel instead.							
159	LS3	substantial	22/08/15, 17:30	Cotswold GC	56	none	955
Competition field landing ended in deliberate groundloop. On final glide into a strong headwind, the pilot's flight software initially indicated a safe arrival height at the airfield. This safety margin began to reduce as the pilot flew into the lee of higher ground, but the pilot thought that he could still make a straight in approach to some stubble fields. These fields turned out to still have crop and, getting lower and unable to gain height, the pilot was forced to set up a circuit into the only apparently suitable field that he could see. The into wind approach would have been over trees so the pilot flew a crosswind approach and landing. Realising that he wouldn't be able to stop before hitting a stone wall, the pilot groundlooped the glider which then slid sideways towards the wall, one wing sliding up and over the wall. The glider suffered damage to the tailboom and rudder, as well as to the underside of the fuselage and wings.							
162	Skylark 3	substantial	19/08/15, 13:30	Midland GC	58	minor	287
Heavy landing after loss of elevator control. The visiting pilot conducted positive control checks on the club glider before launching. Initially the winch launch seemed normal, but when the pilot tried to help the glider to the full climb attitude there was no response or resistance to the stick movement. The pilot released at 300ft agl at 70 knots and turned as part of the launch failure recovery. The airspeed settled at 60 knots and the pilot performed a no-airbrake approach, landing heavily in a nose-down attitude. There was no elevator response to the pilot's attempts to round out. Although the initial part of the launch seemed normal to the pilot, a witness reports seeing the tail strike the ground hard twice at the start of the ground run, damaging the tailskid and rudder. Investigation revealed damage to the sternpost, to which the elevator control pulley was mounted.							
163	K-13	destroyed	20/09/15, 11:15	Bowland Forest GC	54/59	minor/minor	1604
Low-level spin after simulated winch launch failure. The student was receiving instruction on coping with launch failures in light winds. On the first flight, the P1 took control and turned the P2's attempt into an instructor demonstration. Having rebriefed, another simulated launch failure was flown, but on this attempt the instructor allowed the P2 to continue as handling pilot for longer. The P1 took control at 100ft agl, but while turning to line up with the runway the glider entered a spin, with the falling wingtip hitting the ground first. Both pilots suffered back injuries, including fractured vertebrae.							
164	Twin Grob	substantial	24/09/15, 17:45	Midland GC	54/48	none	4658
Landing in heather caused groundloop and broken fuselage. After turning final, neither pilot could see clearly into the low sun so the P1 took control and repositioned the glider for an approach not directly into sun before handing control back to the P2. The P1 then realised that their approach might conflict with grazing sheep so he took control again intending to fly over the edge of the ridge. Instead, the glider touched down just short of the edge, catching some heather which groundlooped the glider and broke off the tailplane.							
165	ASW 20	minor	24/09/15, 17:20	Eden Soaring	26	none	320
Glider hit fence after landing long. The pilot flew the circuit and approach in heavy rain, at a higher airspeed than normal. Having to land long to avoid a landed glider, and unable to use full landing flap because of the flap limit speed, the glider floated further than the pilot expected. After touching down the pilot put a wing down to groundloop the glider, which then slid sideways into the fence. A wing was damaged as it slid over a fence post, there were also barbed wire scratches to a flap and the fuselage.							
166	Puchacz	minor	26/09/15, 15:20	Derby & Lancs GC	73/52	none/none	2156
Fractured undercarriage mounting tube. The glider bounced on landing before landing again from about 3ft agl, breaking the tube. Inspection revealed corrosion in a pre-existing crack at the fracture site.							

BGA accident/incident summaries *continued*

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Ref	Type	Damage	Date, time	Place	PILOT Age	Injury	P1 hours
167	Puchacz	substantial	30/09/15, -	Deeside GC	50/-	none/none	480
<p>Heavy landing. On his tenth training flight, the visiting P2 was allowed to attempt to fly the aerotow from the start of the groundrun, expected to plan and fly the circuit and then flew the approach and landing, including use of the airbrakes. The P2 started the roundout a little late and towards the end of the roundout he pushed the stick forward. The P1 took control, but was too late to prevent a hard, tailwheel first landing. The tailwheel tyre burst, the axle was bent and a rudder hinge broken.</p>							
168	DG-400	substantial	13/09/15, 11:55	Cairngorm GC	64	none	1800
<p>Self-launch glider crashed on take-off. Soon after taking off into the fresh wind, the glider was hit by a gust and the pilot was unable to prevent a wingtip hitting the ground. The glider groundlooped before crashing to the ground, still yawing. One wingtip was damaged, as well as the tailwheel fork and fuselage around the tailwheel.</p>							
169	Grob 109	substantial	30/09/15, 13:15	Thrupton airfield	59/63	none/none	450
<p>Prop strike and possible engine damage. At the start of the take-off run, the P1's canopy came open and despite throttling back the TMG tipped forward allowing the propeller to strike the runway.</p>							

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1	Duo Discus	minor	07/10/15, 12:15	Denbigh Gliding	57/60	none/none	1828
<p>Wheel-up landing on runway damaged the bottom of the fuselage. Unable to contact ridge lift after a winch launch, the pilot returned towards the airfield intending to start the engine. The engine started, but was not developing power so the pilot landed on the runway with the engine out, but forgot to lower the wheel. His report suggests lowering the wheel before deploying the engine, as well as using an undercarriage warning system.</p>							

Incidents

150	LS4	none	27/08/15, 13:30	-	-	-	-
<p>Aileron control disconnection. The pilot and a helper had performed full positive control checks as part of the DI without noticing any problems. Later, as part of his pre-flight checks, the pilot could not see an aileron moving in conjunction with his control column movement. After getting out, the pilot discovered that the L'Hotellier connection was undone.</p>							
151	ASW 20	none	28/08/15, 16:00	-	-	-	-
<p>Wheel-up landing. After releasing from an aerotow retrieve, the pilot left the wheel down. He then retracted the wheel when cycling the undercarriage as part of his pre-landing checks.</p>							
152	K-21	none	05/09/15, 14:30	-	-	-	-
<p>After a failed winch launch at about 300ft agl the pilot turned and tried to land downwind. Realising that there was not enough space to land within the airfield, the pilot overflew the boundary hedge and landed in an adjacent field.</p>							
153	Twin Grob	none	05/10/15, 15:15	-	-	-	-
<p>Front canopy came open during flight. After briefing the front seat passenger, the P1 was able to induce the canopy to start closing by using a gentle sideslip; the P2 was then able to reach and close the canopy. The club was hosting an open weekend, giving flights to gliding novices; club members were helping guests into gliders and briefing them while the P1 was in the rear seat. The report is unsure whether the canopy was insecurely latched before flight or whether it was inadvertently opened in flight.</p>							
160	-	-	13/09/15, 16:00	none	-	-	-
<p>After a tug flew a go-around from short final, a member of the public walking on the public footpath around the airfield perimeter reported that the tow rope came within inches of his head.</p>							
161	Pa 18	minor	17/09/15, 10:30	-	-	-	-
<p>Tug hit parked car. After starting, the engine ran away at full power, the wheel brakes could not stop the tug moving and despite the pilot steering the tug the elevator struck a parked car. A similar engine runaway had occurred on start-up the previous day, at which point the tug was returned to the hangar for maintenance. After being returned to service another runaway occurred in the air, just after a glider had released, forcing the pilot to cut the engine and glide back to the airfield. The problem was thought to have been traced and rectified when, the following day, the incident pilot inspected the aircraft. The tug wheel brakes were known to be ineffective and had been serviced the day before.</p>							
170	K-13	none	13/08/15, 14:30	-	-	-	-
<p>Winch launch wing drop. The wingtip fell to the ground after the wingtip holder released the other wing. The pilot did not release, the launch controller did not stop the launch, so the glider accelerated with one wingtip dragging on the ground. Soon after taking off, the glider was off to one side of the runway and pointing away from the runway so the winch driver cut the power. The pilot was able to release and land safely in an adjacent crop field. The pilot was aware of another glider downwind to land and felt rushed into taking off rather than waiting for the other glider to land and be retrieved from the runway.</p>							
2	K-21 LS1	minor minor	08/10/15, 15:50	none/minor	-	-	-
<p>Retrieve vehicle drove off before the K-21 had been released. The wingtip holder had put down the wing and walked to the nose to assist the other pilot, leading the driver to believe that the glider had released. Both pilots were knocked down by the glider, one having his hand injured by the canopy, which was also damaged. The K-21 was pulled into the tail of the LS1, damaging the rudder and elevator.</p>							

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