

Date/Time Received by BGA

BGA Ref. No **2010 0012**

BRITISH GLIDING ASSOCIATION - ACCIDENT/INCIDENT REPORT (ELECTRONIC)

N.B. 1. This version of the document can be completed on a computer and sent e-mail to recipients. A printable version is separately available for manual completion.

N.B. 2. * After an accident involving fatal or serious injury, substantial damage to a glider, or if a powered aircraft is involved, (including a self-launching glider), it is a legal requirement that, as a matter of urgency, the Air Accidents Investigation Branch (01252 512299) are informed. They will contact BGA investigators if necessary. You are also required to inform the local police. *

N.B. 3 The Club Safety Officer or his nominee must make a telephone report to the BGA Office Manager, (01162-531051) (leaving a message if out of working hours) on the day of the occurrence. The completed form must be sent within 24 hours to bga@gliding.co.uk, and to the AAIB at enquiries@aaib.gov.uk. A copy must also be sent to the club Regional Safety Officer.

N.B.4. This page must be sent off within 24 hrs of Accident. Page 3 within 28 days.

1. ACCIDENT/INCIDENT/FLIGHT INFORMATION (N.B. 1 For Incidents -- only this page essential, 28 days to return.)

| | |
|---|---|
| Date: -11/12/09 | Time: -12.46 |
| Location of Acc/Inc.: -2 Nm NW of Pocklington | |
| Reported By Name: -Chris Price | Club Responsibility (CFI, S/O etc): -DCFI |
| Tel No. & e-mail address: -chris.sw.price@hotmail.co.uk | |
| Launch Type: -Aerotow | Launch Site: -Pocklington A/F |
| Object of Flight: -Aerotow and Spins annual check | Club Making Report: -Wolds |
| Description of occurrence: - | |

2. PILOT/PASSENGER/THIRD PARTY (Capacity:- P.1, P.2, Passenger etc.)

| | | | |
|----------------------|--|-------------|---|
| Name Patricia Ridger | Age 52 | Capacity P1 | Instructor? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> |
| Home Club Wolds | Injuries None <input checked="" type="checkbox"/> Minor <input type="checkbox"/> Serious* <input type="checkbox"/> Fatal* <input type="checkbox"/> | | |

Description of injuries: -

| | | | |
|------------------|--|-------------|---|
| Name Paul Gibson | Age 64 | Capacity P2 | Instructor? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> |
| Home Club Wolds | Injuries None <input checked="" type="checkbox"/> Minor <input type="checkbox"/> Serious* <input type="checkbox"/> Fatal* <input type="checkbox"/> | | |

Description of injuries: -

3. AIRCRAFT

| | | | |
|--------------|---------------|----------|---|
| Type Puchacz | Owner Wolds | | |
| BGA No 4714 | Fin Ident JRF | Damage:- | None <input checked="" type="checkbox"/> Minor <input type="checkbox"/> Substantial* <input type="checkbox"/> Destroyed* <input type="checkbox"/> |

Description of Damage: -

4. INITIAL REPORT CIRCULATION (ACTION TO BE TAKEN BY REPORTING CLUB)

| | | | | |
|------|--------------------|---------------------------|-------------------------|-------|
| | AAIB(01252-512299) | BGA Office (01162-531051) | Regional Safety Officer | Other |
| Time | | 24 Dec 09 | | SRE |
| Date | | | | |

5. CLUB SAFETY OFFICER - Details

| | |
|-------------------------------|--|
| Name Bernie Svenson | Tel/Fax Nos. 01430 861 168 |
| E-mail svenglide@talktalk.net | Address 5 chestnut drive, holme on spalding moor york yo43 4hw |

N.B.5. If you are merely reporting an incident, further information is only required if relevant.

6. SITE CONDITIONS AT TIME OF OCCURRENCE - WHERE APPLICABLE

| | | |
|---|-------------------|----------------------------|
| Actual wind direction and speed (°/Kt): | Gusts? (max/min): | Visibility (NM or KM): 20K |
| Cloud type, amount (8ths), base AGL(ft): NONE | T/O /Landing Dir. | Precipitation? NIL |

7. FLYING EXPERIENCE (Flying Hours – except where stated as launches (L))

| | P.1 | P.1 (L) | P.2 | P.2 (L) | On Type | Last 6 Months | Instructing |
|-----------------------|-----|---------|-----|---------|---------|---------------|-------------|
| 1 st Pilot | 564 | 2658 | 88 | 450 | 58 | 42 | 291 |
| 2 nd Pilot | 33 | 175 | 38 | 228 | 52L | 50L | |

8. ADDITIONAL P.1. FLYING EXPERIENCE. (If relevant to accident.*)

| | | | |
|--|----------|-------------------------------------|---------------------|
| Date of previous solo flight: | 25/11/09 | Gliding Certificates held: | |
| Date of last dual check: | 25/10/09 | Bronze/X-c/Silver Completion Dates: | |
| Date of last launch failure real or practice: * | | Instructors Only | |
| Date of last field landing check: * | | Rating held: | Full |
| Number of types flown: | 27 | Last renewed: | 28/10/09 |
| Number of field landings: * | | By whom: | Chris Price |
| Where trained: | | Last instructors course: (site): | Wolds |
| Main dual glider types: K21/K7/Puchacz/Bocian | | Last instructors course: (date): | 26/09/09 - 28/10/09 |
| Main solo types: | | Last instructors course: (run by): | Bob Fox/Chris Price |
| Launches to solo: * | | Completion course date: | |
| Date of first solo: | | Medical type & date: | Gp2 6/8/07 |

9. MISCELLANEOUS – COMPLETE AS NECESSARY (Yes/No)

| | | | | | |
|------------------------------------|----------------------------|---------------------------------------|--|----------------------------|---------------------------------------|
| a) Was an instructor in charge? | N <input type="checkbox"/> | Y <input checked="" type="checkbox"/> | e) Any possible technical aspects? | Y <input type="checkbox"/> | N <input checked="" type="checkbox"/> |
| b) Instructor at the launch point? | N <input type="checkbox"/> | Y <input checked="" type="checkbox"/> | f) Were any BGA Op. Regulations broken? | Y <input type="checkbox"/> | N <input checked="" type="checkbox"/> |
| c) Was a briefing given? | N <input type="checkbox"/> | Y <input checked="" type="checkbox"/> | g) Has the pilot had a previous accident? | Y <input type="checkbox"/> | N <input checked="" type="checkbox"/> |
| d) Any possible medical factors? | Y <input type="checkbox"/> | N <input checked="" type="checkbox"/> | h) Were energy-absorbing seat cushions in use? | N <input type="checkbox"/> | Y <input checked="" type="checkbox"/> |

If any RED answer in this section is confirmed, give details below and identify. e.g. a) b) etc.

| | |
|--|--|
| | |
| | |
| | |

10. ADDITIONAL STATEMENTS/DOCUMENTS/EVIDENCE REQUIRED

| | |
|---|---|
| Pilots & Duty Instructor Statements:- Enclosed <input checked="" type="checkbox"/> / To Follow <input type="checkbox"/> | Maps, Diagrams, Photos:- Enclosed <input type="checkbox"/> / To Follow <input type="checkbox"/> / N/A <input checked="" type="checkbox"/> |
| Photocopy last page of pilot's logbook(s):- Enclosed <input type="checkbox"/> / To Follow <input checked="" type="checkbox"/> | Eye Witness Statements:- Enclosed <input checked="" type="checkbox"/> / To Follow <input type="checkbox"/> |
| CSO/Investigator/CFI's report, analysis, conclusions or comments:- Enclosed <input checked="" type="checkbox"/> /To Follow <input type="checkbox"/> . | |

11. Summary of Action taken to reduce the risk of a re-occurrence. Use the experience to help others prevent similar incidents/accidents. See E-mail

12. Any operational or technical implications requiring immediate Instructor or Technical Committee action. See E-mail

Investigation into tug upset caused by rapid application of pitch up trim.

Aircraft involved - Puchacz/Super Cub

The incident report indicated that P2 had pulled back the green trim knob having mistaken it for the yellow tow release T handle.

P1 was unable to prevent a rapid pitch-up which was sufficient to pull up the tug's tail and cause it to dive vertically down.

Two instructors crewed the Puchacz, and flew the glider trimmed at a speed of 65 knots to simulate the trim set during aero tow.

When indicated speed was 65 knots, P2 in the front seat pulled the trim fully back.

Various scenarios were tried;-

P1 was *relaxed* but hand placed *loosely* behind and close to the stick,

The resulting pitch up was 30 Plus degs.....uncontrollable; Tug Upset

P1 was *relaxed* but hand placed *firmly* behind and close to the stick,

Pitch up reduced to 20Plus degs Probable Tug Upset

P1 *standing by, expecting stick coming back*, stops pitch up, moves stick back to trimmed position. No Tug Upset.

Conclusion.....To prevent catastrophic Tug Upset i.e. below 1000ft, it is recommended that P1 flies with a hand, not on the stick but forming a definite "block" close behind it, on standby to reverse any unexpected pitch up.