

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.