

Follow-up Action on Occurrence Report

ACCIDENT TO LS1F GLIDER, BGA4665, AT HUSBANDS BOSWORTH ON 9 AUGUST 2005

CAA FACTOR NUMBER : F8/2007
FACTOR PUBLICATION DATE : 10 May 2007
OPERATOR : Private
CAA OCCURRENCE NUMBER : 2005/06432
AAIB REPORT : Bulletin 2/2007

SYNOPSIS

From AAIB Report:

The accident occurred during a race as part of the Junior World Gliding Championships. During the final approach to cross the finishing line a glider, flying at a height of approximately 15 ft, banked at an angle of about 20 degrees to the left as it passed a group of spectators who were standing on vehicles outside the airfield perimeter. The left wing of the glider struck one of the spectators, a professional photographer, causing him fatal injuries. The glider made a largely uncontrolled landing in a nearby field. It was seriously damaged but the pilot was unhurt.

The investigation concluded that gliders involved in the race had been flying unnecessarily low during the approach to the finish. The accident and other evidence suggested a problem with the safe conduct of race finishes and deficiencies in the training for and oversight of such events. Since this accident, the British Gliding Association has been proactive in trying to address some of these issues but its rules do not apply to gliding Championships conducted in the UK under the International Gliding Commission Rules. The AAIB made five safety recommendations.

FOLLOW UP ACTION

The five Safety Recommendations made by the AAIB following their investigation are reproduced below together with the CAA's responses.

Recommendation 2006-119

The British Gliding Association should seek approval from the Civil Aviation Authority for the wording of the Association's competition rules in respect of the minimum height for finishing a race.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2006-120

The Civil Aviation Authority should clarify and publicise whether permission from the Authority is required before exemption from the 500 feet low-flying rule in accordance with Rule 5 (3)(f) is applicable.

CAA Response

The CAA accepts this Recommendation. In the short term, the CAA is discussing, with the BGA, a rewording of their rules concerning the minimum acceptable heights for finishing races (Safety Recommendation 2006-119 addressed to the BGA refers). In the long term, the CAA intends to change Rule 5 (3)(f), as it is unsatisfactory in its present form.

CAA Status - Open

Recommendation 2006-121

The International Gliding Commission should, through national gliding associations, require, competition team coaches to include techniques for the safe conduct of race finishes within their coaching sessions.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2006-122

The British Gliding Association should comply with Civil Aviation Authority Aeronautical Information Circular 86/2004 and include, in their notifications to the Authority, the frequencies to be used for the competition.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2006-123

The Civil Aviation Authority should instruct National Air Traffic Services Ltd, the organisation that manages the UK's Aeronautical Information Section, to endeavour to include any non-standard radio frequencies in NOTAMs about gliding competitions.

CAA Response

The CAA accepts this Safety Recommendation. The CAA will include any non-standard radio frequencies, as provided by the sponsor, in NOTAMs concerning gliding competitions.

CAA Status - Closed