



Aviation Investigation Final Report

Location:	SALEM, Utah	Accident Number:	SEA96LA147
Date & Time:	July 5, 1996, 15:30 Local	Registration:	N19KH
Aircraft:	Schleicher ASW-19	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

After losing all thermal lift, the pilot was unable to glide to the nearest airport, so he elected to land in an open field. After clearing 30-foot high transmission lines about 100 feet prior to the field, he descended into the field. The glider touched down between one-third and one-half way down the 1,500 foot long field. After the touchdown, the pilot was unable to stop the glider before it impacted a hay bale and a fence near the end of the field.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to attain a proper touchdown point during an off-airport landing. Factors relating to the accident were: loss of thermal lift, high obstructions (transmission wires) near the edge of the field that the pilot chose to land, and a bale of hay and a fence at the far end of the field.

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - NO THERMAL LIFT
2. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

- 4. (F) OBJECT - OTHER
- 5. (F) OBJECT - FENCE

Factual Information

On July 5, 1996, approximately 1530 mountain daylight time, a Schleicher ASW-19 glider, N19KH, was substantially damaged when it collided with objects after overrunning the landing surface in an attempted off-airport landing near Salem, Utah. The commercial pilot of the single-seat glider received minor injuries. The 14 CFR 91 flight originated at Heber, Utah with an intended destination of Parowan, Utah. Visual meteorological conditions prevailed and no flight plan had been filed.

The pilot stated in a telephone report to the NTSB office at Seattle, Washington, that after losing thermal lift, he could not make it to Spanish Fork, the closest airport, and therefore decided to land in the 1500-foot-long field. He stated that there were no good wind direction indicators in the area (although he observed calm winds upon exiting the aircraft) and that his landing attempt was to the west. He stated that there were 30-foot-high power lines about 100 feet before the edge of the field. He said that on the approach to the field, he cleared the wires by 10 feet, and then flew a "good approach," landing 1/3 to 1/2 way down the field, but was then unable to stop in the available distance remaining even with full braking and spoilers. He attempted unsuccessfully to slow the glider by steering it through a row of cut hay. After rolling through the hay, the aircraft's wing struck a hay bale and the aircraft then went sideways through a barbed-wire fence at the end of the landing surface before coming to rest.

Pilot Information

Certificate:	Commercial	Age:	37, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	March 28, 1995
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	923 hours (Total, all aircraft), 433 hours (Total, this make and model), 165 hours (Last 90 days, all aircraft), 41 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Schleicher	Registration:	N19KH
Model/Series:	ASW-19 ASW-19	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	19125
Landing Gear Type:	Retractable - Tailwheel	Seats:	1
Date/Type of Last Inspection:	February 24, 1996 Annual	Certified Max Gross Wt.:	1000 lbs
Time Since Last Inspection:	139 Hrs	Engines:	Unknown
Airframe Total Time:	1595 Hrs	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	GRANT C. HILTY	Rated Power:	
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 8000 ft AGL	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/ None	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	35°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HEBER (36U)	Type of Flight Plan Filed:	None
Destination:	PAROWAN	Type of Clearance:	None
Departure Time:	14:12 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	40.019157,-111.639511(est)

Administrative Information

Investigator In Charge (IIC):	Nesemeier, Gregg
Additional Participating Persons:	JIM GILCHRIST; SALT LAKE CITY , UT
Original Publish Date:	April 3, 1997
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=42410

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).