



# Aviation Investigation Final Report

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<b>Location:</b>	Morgan, Utah	<b>Accident Number:</b>	WPR13CA418
<b>Date &amp; Time:</b>	September 21, 2013, 15:30 Local	<b>Registration:</b>	N54554
<b>Aircraft:</b>	Grob G 103 TWIN II	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing area undershoot	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

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## Analysis

When the student pilot realized his glider was high on final approach, he lowered the nose and deployed the spoilers, which increased the rate of descent and airspeed in excess of what was required. After the flight instructor had the student close the spoilers, the glider encountered turbulence and a sink rate that put them at a low approach altitude, about 150 feet above ground level. The flight instructor then took control and performed an off-airport landing. During the touchdown the glider impacted a large shrub bush with its right wing, slid sideways through a second bush, and then completed a 270-degree turn before coming to rest upright. The impact with the shrub resulted in substantial damage to the leading edge of the right wing. The flight instructor reported no preimpact mechanical malfunctions or failures with the glider that would have precluded normal operation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: An incorrect descent rate while on final approach as a result of the flight instructor's delayed

remedial action, which lead to an off-field landing and impact with terrain.

## Findings

<b>Personnel issues</b>	Delayed action - Instructor/check pilot
<b>Aircraft</b>	Descent rate - Incorrect use/operation

## Factual Information

### History of Flight

<b>Landing</b>	Landing area undershoot (Defining event)
<b>Landing</b>	Off-field or emergency landing
<b>Landing</b>	Collision with terr/obj (non-CFIT)

### Flight instructor Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	57
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	Glider; Helicopter	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Helicopter	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Glider	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	None None	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	July 14, 2013
<b>Flight Time:</b>	138 hours (Total, this make and model)		

### Student pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	33
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	None None	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	14 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Grob	<b>Registration:</b>	N54554
<b>Model/Series:</b>	G 103 TWIN II	<b>Aircraft Category:</b>	Glider
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	3873-K-114
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	April 3, 2013 Annual	<b>Certified Max Gross Wt.:</b>	1279 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	0
<b>Airframe Total Time:</b>	2085 Hrs at time of accident	<b>Engine Manufacturer:</b>	
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	Utah Soaring Association	<b>Rated Power:</b>	
<b>Operator:</b>	Daniel R Thirkill	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	OGD,4473 ft msl	<b>Distance from Accident Site:</b>	12 Nautical Miles
<b>Observation Time:</b>	11:30 Local	<b>Direction from Accident Site:</b>	272°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	12 knots / 15 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.79 inches Hg	<b>Temperature/Dew Point:</b>	24°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Morgan, UT (42U )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Morgan, UT (42U )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:40 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Morgan County Airport 42U	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	5020 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	21	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3904 ft / 50 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	41.010715,-111.670135(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Little, Thomas
<b>Additional Participating Persons:</b>	Scott Hartly; FAA-FSDO; Salt Lake City, UT
<b>Original Publish Date:</b>	November 19, 2013
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=88104">https://data.nts.gov/Docket?ProjectID=88104</a>

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