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ON 15 JUN, 2017, I WAS THE CFI¹ FLYING IN THE RCP OF GRAB 103, N1036H. MY STUDENT WAS DAN GIFFORD, A PRIVATE PILOT GLIDER. HE WAS GETTING RECURRENT FOLLOWING A LONG LAY OFF. WE WERE ON THE SECOND SORTIE OF OUR DAY. THE FIRST WAS A PATTERN TOW TO 1300' AGL. DAN'S TO/TOW, AIRCRAFT HANDLING, PATTERN AND LANDING WERE VERY GOOD.

THE SECOND SORTIE WAS ALSO A PATTERN TOW. AGAIN, THE TO/TOW, AIRCRAFT HANDLING, PATTERN THROUGH 45° TO DOWNWIND, DOWNWIND, BASE, AND THE FINAL TO ABOUT 100' AGL WERE NORMAL AND WELL FLOWN. HE WAS JUST A LITTLE HIGH ON FINAL BUT CORRECTING NICELY. APPROACHING 100 FT AGL, A SINK RATE STARTED TO DEVELOP. HE STARTED TO REACT BUT I TOOK THE AIRCRAFT BECAUSE THE SINK RATE CONTINUED TO INCREASE. I GOT THE SPOILERS FULL CLOSED AS SOON AS I TOOK THE AIRCRAFT. SPEED WAS 58 KTS. I RAISED THE NOSE TO SLOW OUR RATE OF DESCENT BECAUSE I COULD SEE THE FENCE RISING. I SAW THE FENCE GO UNDER OUR NOSE THEN FELT A SLIGHT IMPACT AND DECELERATION. THE GLIDER TOUCHED DOWN SECONDS LATER IN THE GRASS SHORT OF THE RUNWAY. THE TOUCHDOWN WAS A LITTLE FIRMER THAN NORMAL. THE GLIDER GROUND LOOPED TO THE RIGHT THROUGH ABOUT 240 DEGREES. IT DROPPED INTO A CULVERT ON THE WEST SIDE OF THE RUNWAY, BREAKING OFF THE TAIL AS THE ROTATION STOPPED.

METAR WAS 160 7614, 120V180 10NM CLEAR BELOW 12000'
T/DP 33/18, 29.92, DA 3700'

(COVER)

THIS WAS A STANDARD SUMMER GLIDING DAY.

OUR AIMPOINT WAS 100' SOUTH OF THE THRESHOLD
WITH THE DESIRED TOUCHDOWN POINT ABOUT 300'
PAST THE AIMPOINT.

THE SINK RATE WE ENCOUNTERED WAS VERY SUDDEN
AND VERY INTENSE.

WE ONLY CAUGHT THE TOP STRAND OF THE PERIMETER
HIGH FENCE. HAD I BEEN ABLE TO CLEAR IT, I
THINK I COULD HAVE MADE THE RUNWAY.