

Takeoff in Dave Nadler's glider was normal but slightly eventful; his glider was heavier than most in the competition and we had a harder time making climb-out with the tow plane. Once we released from tow we began to fly the task as normal. Mr. Dave had the controls during the whole flight from takeoff to bail out, I was riding in the back taking notes and observing his technique. We launched with an aft CG, as Mr. Dave told me that more weight in the rear of the glider would aid in the thermal process; Mr. Dave calculated this prior to the flight. The flight was normal up until the bail out with no special circumstances or events.

Weather on June 21 was a standard day from what we saw in Nephi, Utah. There were blue skies but a spread of cumulus clouds in the air; I do not recall how high the bases or tops of the clouds were. We were towed up to the west of the Nephi airport, weather conditions on tow were intermittent light to moderate turbulence from surface to 2000' AGL (approximately 5000' to 7000' MSL). It was a hot day, one of the hottest days we saw at that week in Nephi, with a high of about 95 degrees Fahrenheit on the ground. Off tow we did not experience much turbulence. We began the task about 20 minutes after the start cylinder was open to contestants, flying the ridge west of Nephi airport to our first turn point approximately 40 miles southwest of the airport.

I was riding in the rear seat of Dave Nadler's glider as an observer, approximately 2.5 hours into the flight, located east of Richfield, UT. We were established in a right-hand thermal at about 60 knots and 45 degrees of bank. Halfway through one turn, Mr. Nadler instructs me to "stop fighting him on the rudder." I was not on any of the controls prior to this, but I moved my hands and feet as far away from the controls as possible. At this point the glider began to enter a right hand spiral dive, picking up excessive speed, and Dave yelled again for me to stop fighting me on the rudder, in which point I replied "I'm not on the rudder." I believe Mr. Nadler began to

try to recover the glider at this point, but the plane was carrying excessive speed and bank. We began to pull G's (I assume 4-5 G's?) that I was not prepared for, so during the spiral dive I had to focus on maintaining consciousness in which point I almost blacked out. I did not try to recover the glider with my controls at any point. I remember hearing a loud snap, and the canopy being ejected from the plane, in which I had to perform the bail out procedure to separate from the glider. I lost my prescription glasses in the bail out, so I did not see the glider or where it landed. I did not pay attention to the plane as I was performing bail out procedures.