

NATIONAL TRANSPORTATION SAFETY BOARD

Vehicle Recorder Division

Washington, D.C. 20594

June 18, 2020

Global Positioning System Device

Specialist's Factual Report

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1. EVENT SUMMARY

Location: Wilkeson Washington
Date: August 25, 2019
Aircraft: Glaser Dirks DG 300 glider
Registration: N300GG
Operator: Private
NTSB Number: WPR19FA241

On August 25, 2019, about 1500 Pacific daylight time, an experimental, Glaser Dirks DG 300 glider, N300GG, impacted the grass runway at Burnett Landing Airport (WN15), Wilkeson, Washington. The airline transport pilot was fatally injured. The glider received substantial damage to the empennage and fuselage. The glider was registered to the pilot who was operating it as a Title 14 Code of Federal Regulations Part 91 personal flight. Visual meteorological conditions prevailed along the route of flight about the time of the accident, and no flight plan was filed. The local flight originated at Bergseth Field Airport (WN76) at 1327.

2. GROUP

A group was not convened.

3. DETAILS OF INVESTIGATION

The National Transportation Safety Board (NTSB) Vehicle Recorder Division received electronic files from the following global positioning system (GPS) device:

Device Manufacturer/Model:	Naviter Oudie 2
Serial Number:	N/A

3.1. Device Description

The Naviter Oudie 2 is a handheld GPS that serves "Personal Gliding Assistant" for glider pilots. The device has a sunlight readable screen and comes with cables and accessories to mount in a variety of glider airframes. The device contains worldwide basemaps that

allow the user to maintain situational awareness virtually anywhere across the globe. The device has an 8 GB built in flash memory that can store GPS flight information.

3.2. Data Recovery

The investigator-in-charge (IIC) provided an IGC file from the device via an electronic file transfer. The file was decoded and converted into a CSV file.

3.3. Data Description

The IGC file recorded a flight with one hour and 46 minutes of elapsed time started at 16:27:04 August 25, 2019. Although the recorded time stamps were about 3 hours off from the actual accident time, the flight was determined to be the accident flight recording based on the GPS locations.

3.4. Parameters Provided

Table 1 describes data parameters provided by the GPS device. Date, Time, Latitude, Longitude, GPS Altitude were recorded by the device. Groundspeed and Track were derived from the recorded parameters.

Table 1: GPS Data Parameters.

Parameter Name	Parameter Description
DATE	Date for recorded data point (MM/DD/YYYY)
TIME	Time (UTC) for recorded data point (HH:MM:SS)
LATITUDE	Recorded Latitude (degrees)
LONGITUDE	Recorded Longitude (degrees)
GPS Alt	Recorded GPS Altitude (feet)
GROUNDSPPEED	Average derived groundspeed (knots)
TRACK	Average derived true course (degrees)

3.5. OVERLAYS AND TABULAR DATA

Figure 1 shows a Google Earth overlay of the entire accident flight. The reported wreckage location is shown with a blue pin. The first and last recorded points are shown with red bubbles. The weather and lighting conditions in Google Earth are not necessarily the weather and lighting conditions present at the time of the recording.

Figure 2 shows a Google Earth overlay of the beginning of the flight. The flight originated at Bergseth Field Airport.

Figure 3 shows a Google Earth overview of the end of the accident flight.

Figure 4 shows a Google Earth overlay showing the last recorded point and the wreckage location. The last recorded point was near the Burnett Landing Airport.

Tabular data used to generate figures 1 through 4 are included as Attachment 1. This attachment is provided in electronic comma-delimited (.CSV) format.



Figure 1: Google Earth overlay showing the overview of the entire flight.

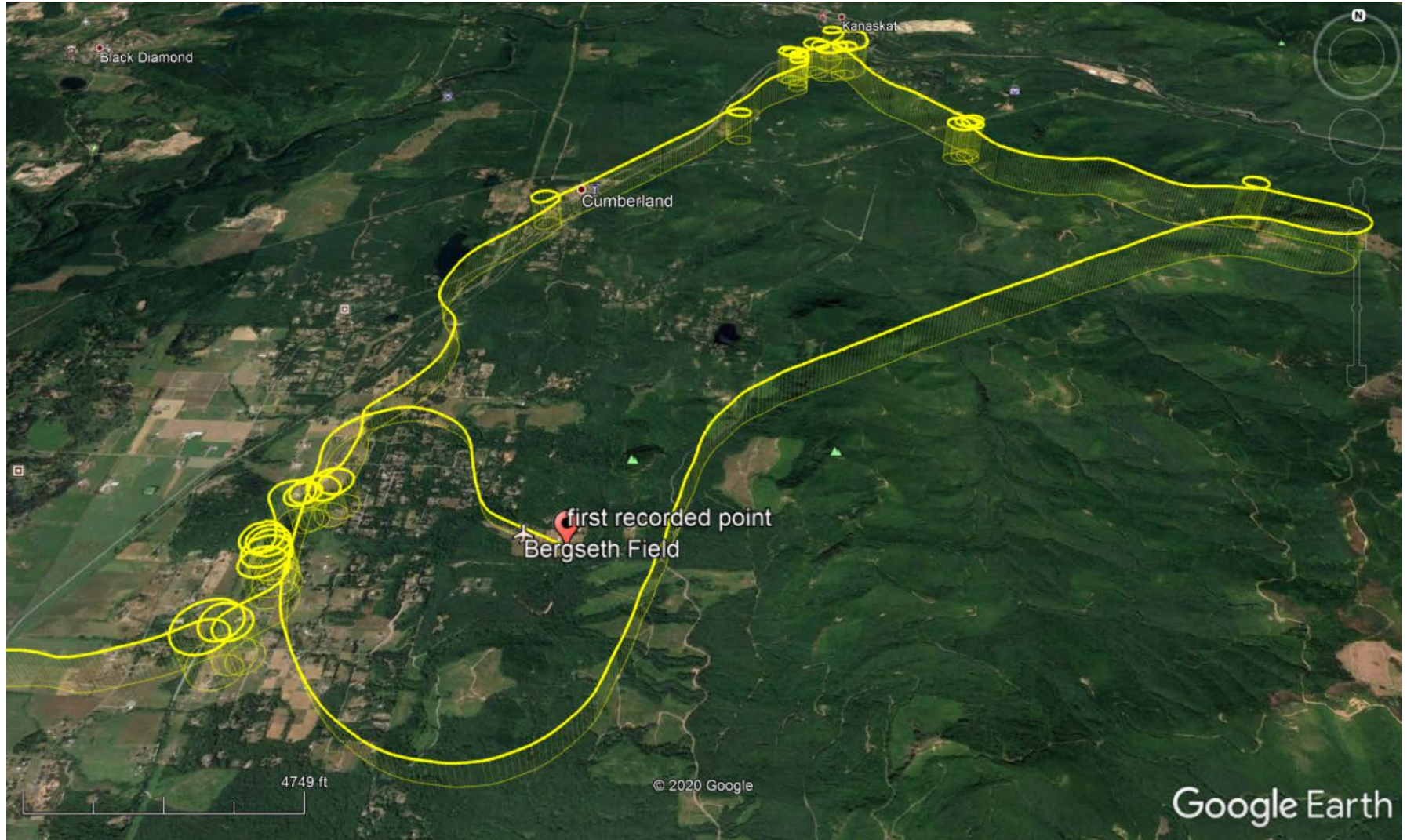


Figure 2: Google Earth overlay showing the flight originated at Bergseth Filed Airport.

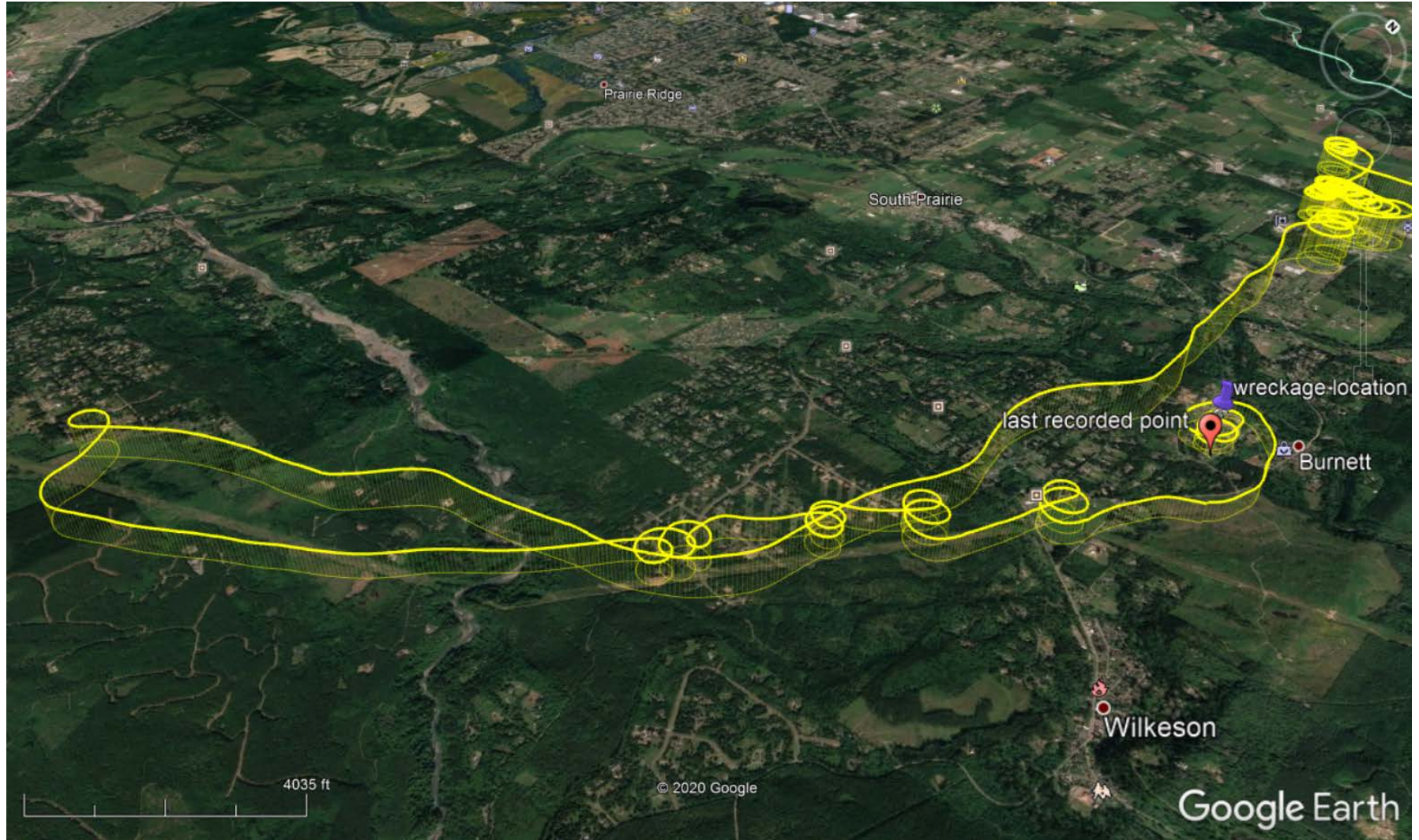


Figure 3: Google Earth overlay showing the overview of the end of the flight.

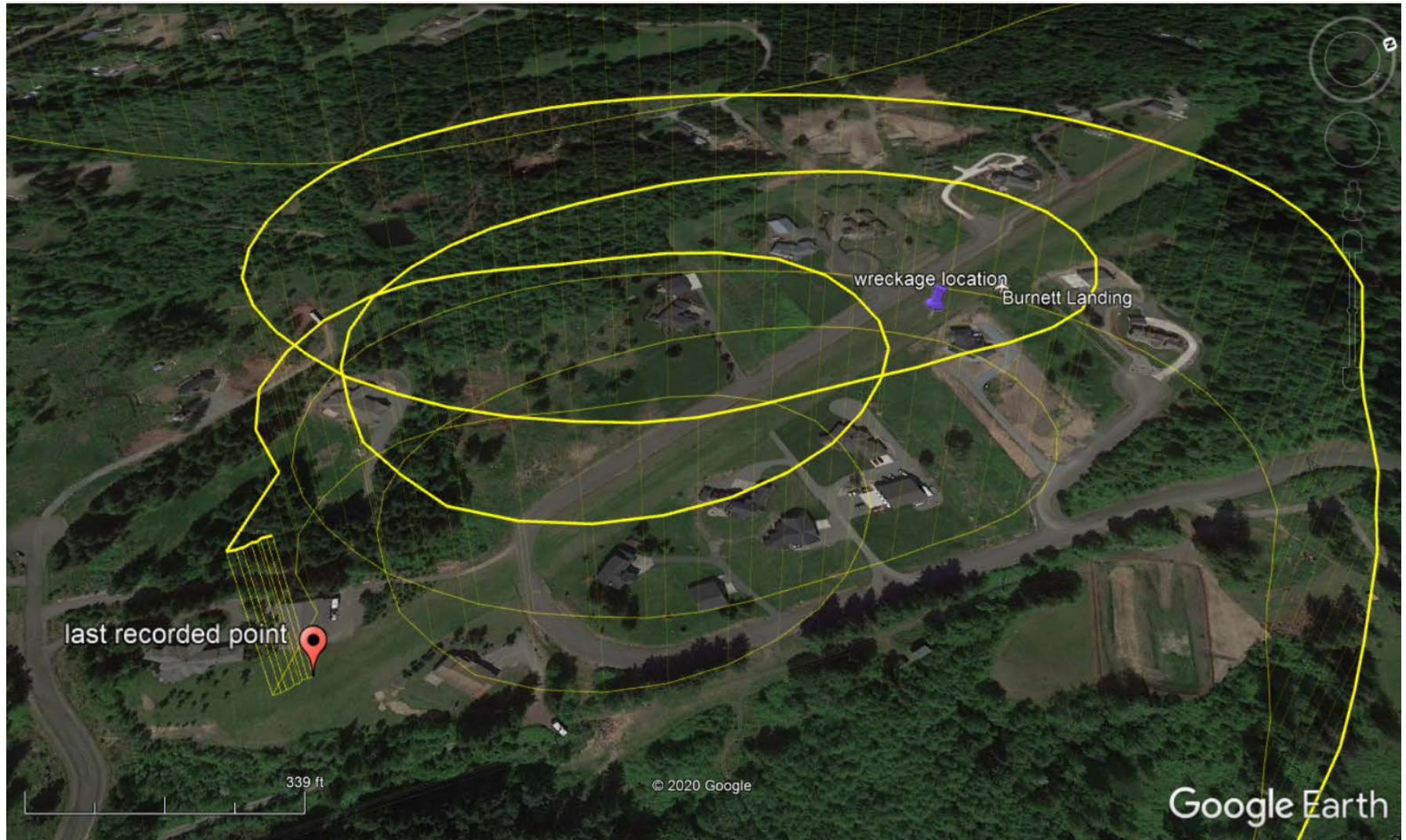


Figure 4: Google Earth overlay showing the last recorded point and the reported wreckage location.