



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Factual Report

Location:	LaGrange, Georgia	Accident Number:	ATL04LA178
Date & Time:	September 12, 2004, 13:30 Local	Registration:	N23Z
Aircraft:	Schleicher K6-CR	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

HISTORY OF FLIGHT

On September 12, 2004 at 1330 eastern daylight time, a Schleicher K6-CR glider, N23Z, registered to a private owner, and operated by a private pilot, collided with the ground while turning from base leg to final approach for runway 13 at LaGrange Municipal Airport in LaGrange, Georgia. The personal flight was operated under the provisions of Title 14 CFR Part 91, and visual flight rules. Visual meteorological conditions prevailed and no flight plan was filed for the local pleasure flight. The pilot received fatal injuries and the glider sustained substantial damage. The flight originated in LaGrange, Georgia, on September 12, 2004, at 1230.

According to witnesses, they saw the glider on downwind for runway 13, about 200 feet above the ground. Just prior to the glider turning base they observed the glider "zoom" up and then make a left turn to base. It was from the "zoom" maneuver that the glider then made the turn. After about 60-degrees of turn the glider entered into a nose-low, left wing low, left hand rotational spin. The glider collided with the ground in an almost 90- degree nose-low attitude after completing about 270-degrees of rotation. Several witnesses telephoned the 911 operator and notified them of the accident, while others proceeded to the accident site to see if they could be of any assistance.

PERSONNEL INFORMATION

A review of information on file with the Federal Aviation Administration Airman's Certification Division, Oklahoma City, Oklahoma, revealed that the pilot was issued a private pilot certificate with ratings for single engine land and a Glider. A review of records on file with the FAA Aero Medical Records revealed the pilot held a third class medical certificate issued on May 20, 2004, with no restrictions. The pilot reported on his application for the medical certificate that he had accumulated more than 500 total flight hours in all aircraft. A review of the pilot's personal logbook found that the pilot had accumulated 63 hours in gliders.

AIRCRAFT INFORMATION

A review of maintenance records revealed that the annual inspection was completed June, 2004, and had accumulated about 50 hours of flight time since that inspection. The gliders airframe total time at the time of the accident was about 900 hours.

WRECKAGE AND IMPACT INFORMATION

The wreckage was located in a field about one-quarter mile short of runway 13. The wreckage

was contained to an area equivalent the gliders wingspan. The airplane was on it belly and the cockpit was crushed aft and into the center section of the fuselage. An indentation in the ground containing cockpit debris was noted just forward of the gliders center section. Both wings as a unit had partially separated from the fuselage just aft of the cockpit area. The right wing was observed folded aft just inboard of the aileron. The vertical stabilizer was observed separated from the horizontal stabilizers and lying adjacent to its attach point to the horizontal stabilizers.

MEDICAL AND PATHOLOGICAL INFORMATION

The Division of Forensic Sciences Georgia Bureau of Investigation State of Georgia conducted a postmortem examination of the pilot on September 14, 2004. The reported cause of death was "Cervical Spine Fracture due to blunt force trauma of the neck, and the Manner of death was accident." The Forensic Toxicology Research Section, Federal Aviation Administration, Oklahoma City, Oklahoma performed a postmortem toxicology of the specimens from the pilot. There was no Carbon Monoxide or Cyanide detected in the blood, there was no Ethanol detected in the Vitreous. However, there was Tetrahydrocannabinol, Tetrahydrocannabinol Carboxylic acid (Marihuana) detected in the blood and liver. Also, there was Fluoxetine and Norfluoxetine detect in the blood and Fluoxetine was detected in the urine.

ADDITIONAL INFORMATION

The glider wreckage was released to the registered owner on September 15, 2004

Pilot Information

Certificate:	Private	Age:	42, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	May 1, 2004
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	July 1, 2004
Flight Time:	502 hours (Total, all aircraft), 63 hours (Total, this make and model), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Schleicher	Registration:	N23Z
Model/Series:	K6-CR	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	554
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	June 1, 2004 Annual	Certified Max Gross Wt.:	670 lbs
Time Since Last Inspection:	50 Hrs	Engines:	
Airframe Total Time:	900 Hrs as of last inspection	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	Raymond E. LaRocque	Rated Power:	
Operator:	David A. Maultsby	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	LGC, 693 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	13:20 Local	Direction from Accident Site:	310°
Lowest Cloud Condition:	Few / 1100 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.13 inches Hg	Temperature/Dew Point:	25°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LaGrange, GA (LGC)	Type of Flight Plan Filed:	None
Destination:	LaGrange, GA (LGC)	Type of Clearance:	None
Departure Time:	12:30 Local	Type of Airspace:	

Airport Information

Airport:	Lagrange Callaway LGC	Runway Surface Type:	Asphalt
Airport Elevation:	700 ft msl	Runway Surface Condition:	
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	5600 ft / 150 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	33.01472,-85.076667

Administrative Information

Investigator In Charge (IIC):	Wilson, Ralph
Additional Participating Persons:	Jerry Brooks; Atlanta FSDO; College Park, GA
Report Date:	May 20, 2005
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=60137

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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](#).