



# Aviation Investigation Final Report

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<b>Location:</b>	Mocksville, North Carolina	<b>Accident Number:</b>	ERA14CA335
<b>Date &amp; Time:</b>	July 6, 2014, 13:00 Local	<b>Registration:</b>	N9156
<b>Aircraft:</b>	ALEXANDER SCHLEICHER GMBH & CO K 7	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Flight control sys malf/fail	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot reported that just prior to departing on the glider flight, an unsecured seat cushion was provided to his passenger in order to elevate his seating position and improve his view. After releasing from the tow plane, performing a 30-degree bank turn, and leveling the glider, the pilot was unable to move the control stick fully aft in the pitch axis. He attempted to troubleshoot the blocked flight control, and asked the passenger if he noted any obstructions, which he did not. During the subsequent forced landing, the pilot was unable to safely maneuver to the departure gliderport, and landed in an adjacent field where the glider struck a fence, which resulted in substantial damage to the fuselage. The pilot reported that his examination of the aft cockpit following the accident revealed the seat cushion had shifted during flight, blocked the control stick, and that the cushion's internal metal frame and the aft control stick displayed witness marks consistent with contact during flight.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's decision to install an additional cushion to elevate his passenger and his failure to insure the cushion would not interfere with the control stick movement resulting in limited movement of the elevator in flight and collision with a fence during an emergency off field landing.

## Findings

<b>Personnel issues</b>	Decision making/judgment - Pilot
<b>Aircraft</b>	Elevator tab control system - Not inspected
<b>Personnel issues</b>	Lack of action - Pilot
<b>Environmental issues</b>	Fence/fence post - Contributed to outcome

## Factual Information

### History of Flight

<b>Prior to flight</b>	Aircraft inspection event
<b>Maneuvering</b>	Flight control sys malf/fail (Defining event)
<b>Landing</b>	Off-field or emergency landing
<b>Landing-landing roll</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	46
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	None	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	132 hours (Total, all aircraft), 12 hours (Total, this make and model), 93 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	ALEXANDER SCHLEICHER GMBH & CO	<b>Registration:</b>	N9156
<b>Model/Series:</b>	K 7	<b>Aircraft Category:</b>	Glider
<b>Year of Manufacture:</b>	1962	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Utility	<b>Serial Number:</b>	7032
<b>Landing Gear Type:</b>	Ski/wheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	September 27, 2013 Annual	<b>Certified Max Gross Wt.:</b>	1050 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	0
<b>Airframe Total Time:</b>	3178 Hrs at time of accident	<b>Engine Manufacturer:</b>	
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	PIEDMONT SOARING SOCIETY	<b>Rated Power:</b>	
<b>Operator:</b>	PIEDMONT SOARING SOCIETY	<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>	INT,969 ft msl	<b>Distance from Accident Site:</b>	16 Nautical Miles
<b>Observation Time:</b>	13:54 Local	<b>Direction from Accident Site:</b>	45°
<b>Lowest Cloud Condition:</b>	Scattered / 12000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	100°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.12 inches Hg	<b>Temperature/Dew Point:</b>	25°C / 19°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Mocksville, NC (43NC)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Mocksville, NC (43NC)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	BAHNSON 43NC	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	810 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	01	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3000 ft / 100 ft	<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<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>	35.930538,-80.4001(est)

## Administrative Information

**Investigator In Charge (IIC):** Rayner, Brian

**Additional Participating Persons:**

**Original Publish Date:** October 9, 2014

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:** This accident report documents the factual circumstances of this accident as described to the NTSB.

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=89639>

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