



# Aviation Investigation Final Report

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<b>Location:</b>	Benton, Tennessee	<b>Accident Number:</b>	GAA16CA479
<b>Date &amp; Time:</b>	September 4, 2016, 13:45 Local	<b>Registration:</b>	N27BZ
<b>Aircraft:</b>	Schleicher ASW 27	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Hard landing	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

According to the pilot of the glider, he released from the tow airplane at 2,000 feet above ground level and turned to the south toward a ridge in search of orographic lift. The pilot reported that he found "weak lift" in the vicinity of the ridge and when he reached the south end of the ridge, he turned back to the departure airport because he could not maintain altitude. The pilot recalled that while in route back to the airport, he encountered sink, descended below the glide path to the airport and initiated an off airport landing to a large field. The pilot reported that during approach, he over flew a set of powerlines that were perpendicular to his glide path and noticed a second set of powerlines ahead that were also perpendicular to his glide path. The pilot recalled that he turned to avoid the powerlines, encountered more sink, leveled the wings and landed hard in the field. The glider sustained substantial damage to the tailboom.

The pilot reported that there were no mechanical malfunctions or anomalies during the flight that would have prevented normal flight operations.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The glider pilot's descent below the glidepath and the subsequent hard, off-airport landing.

## Findings

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<b>Aircraft</b>	Glide - Attain/maintain not possible
<b>Personnel issues</b>	Task monitoring/vigilance - Pilot
<b>Environmental issues</b>	(general) - Effect on equipment
<b>Personnel issues</b>	Weather planning - Pilot

## Factual Information

### History of Flight

<b>Maneuvering</b>	Loss of lift
<b>Landing</b>	Attempted remediation/recovery
<b>Landing</b>	Hard landing (Defining event)

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	72, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Single
<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 None	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	January 30, 2016
<b>Flight Time:</b>	(Estimated) 5000 hours (Total, all aircraft), 950 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Schleicher	<b>Registration:</b>	N27BZ
<b>Model/Series:</b>	ASW 27 NO SERIES	<b>Aircraft Category:</b>	Glider
<b>Year of Manufacture:</b>	1995	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	27002
<b>Landing Gear Type:</b>	Tailwheel; Ski/wheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	April 6, 2016 Condition	<b>Certified Max Gross Wt.:</b>	1100 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	0
<b>Airframe Total Time:</b>	1295 Hrs at time of accident	<b>Engine Manufacturer:</b>	
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	MITTELL AVIATION LLC	<b>Rated Power:</b>	
<b>Operator:</b>	MITTELL AVIATION LLC	<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>	KDZJ,1909 ft msl	<b>Distance from Accident Site:</b>	25 Nautical Miles
<b>Observation Time:</b>	19:35 Local	<b>Direction from Accident Site:</b>	131°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	30.21 inches Hg	<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Benton, TN (92A )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Benton, TN (92A )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:15 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	CHILHOWEE 92A	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	770 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	03	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2600 ft / 200 ft	<b>VFR Approach/Landing:</b>	Forced landing;Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	35.115833,-84.355003(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hicks, Michael
<b>Additional Participating Persons:</b>	Russell Standifur, FAA; Nashville, TN
<b>Original Publish Date:</b>	December 15, 2016
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=93999">https://data.nts.gov/Docket?ProjectID=93999</a>

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