



Aviation Investigation Final Report

Location:	Hampshire, Illinois	Accident Number:	CHI03LA146
Date & Time:	May 24, 2003, 16:10 Local	Registration:	N3650
Aircraft:	Glasflugel Libelle 201B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The glider sustained substantial damage when it struck a rock while conducting an off-airport landing. The pilot reported that during the 2 hour and 40 minute flight he reached a maximum altitude of 8,200 feet agl. The pilot reported that the glider lost altitude for the remainder of the flight. The pilot stated that he realized he would be unable to reach the airport and decided to perform an off-airport landing to an nearby agricultural field. The pilot reported that upon landing he felt the tail wheel strike something hard. When he exited the aircraft, he found he had struck a large rock which was not visible when he made his landing.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The unsuitable terrain encountered by the pilot during the off airport landing. A factor was the rock.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING

Findings

1. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - ENCOUNTERED - PILOT IN COMMAND
2. (F) TERRAIN CONDITION - ROCK(S)/BOULDER(S)

Factual Information

On May 24, 2003, at 1610 central daylight time, a Glasflugel Libelle 201B glider, N3650, piloted by a private pilot, sustained substantial damage when it struck a rock while landing in a field near Hampshire, Illinois. The pilot reported no injuries. The 14 CFR Part 91 personal flight departed Sky Soaring Airport (55LL), Union, Illinois, at 1330 on the local flight. Visual meteorological conditions prevailed at the time of the accident.

According to the pilot, at 3,000 feet above ground level (agl) the glider released from the tow aircraft. The pilot reported that during the 2 hour and 40 minute flight he had reached a maximum altitude of 8,200 feet agl. The pilot reported that the glider lost altitude during the remainder of the flight. The pilot stated he realized he would be unable to reach 55LL and decided to perform an off-airport landing to an nearby agricultural field. The pilot reported that upon landing he felt the tail wheel strike something hard. When he exited the aircraft, he found he had struck a large rock which was not visible when he made his approach.

Pilot Information

Certificate:	Private	Age:	81, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	March 6, 2002
Occupational Pilot:		Last Flight Review or Equivalent:	September 10, 2001
Flight Time:	1002 hours (Total, all aircraft), 178 hours (Total, this make and model), 600 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Glasflugel	Registration:	N3650
Model/Series:	Libelle 201B	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	166
Landing Gear Type:	Retractable - Tailwheel	Seats:	1
Date/Type of Last Inspection:	August 6, 2002 Annual	Certified Max Gross Wt.:	771 lbs
Time Since Last Inspection:	18 Hrs	Engines:	0
Airframe Total Time:	1428.7 Hrs	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	William Marshall Lee	Rated Power:	0
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KDKB,915 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	16:05 Local	Direction from Accident Site:	20°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.94 inches Hg	Temperature/Dew Point:	20°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Union, IL (55LL)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:30 Local	Type of Airspace:	Unknown

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	42.154167,-88.51139

Administrative Information

Investigator In Charge (IIC):	Silliman, James
Additional Participating Persons:	Dennis Cmunt; FAA - DuPage FSDO; West Chicago, IL
Original Publish Date:	November 25, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=57137

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