



RECORD OF CONVERSATION

Timothy N. Sorensen
Aviation Accident Investigator
Central Region

Date: July 24, 2018
Person Contacted: Edward Hoffmann
NTSB Accident Number: CEN18LA205 – Union, Illinois

Narrative:

Mr. Hoffmann was towing gliders for the Sky Soaring Glider Club during the Memorial Day picnic. He had completed five glider tow flights during the afternoon. He took a break about 5pm before completing two additional glider tow flights. The initial six tow flights were completed without incident. The accident flight was conducted to 2,000 feet and the glider released without incident.

Mr. Hoffmann recalled feeling that “something was wrong” during his return to the airport for landing and noted that it seemed to “get dark;” although, it was at least two hours until sunset. He thought that heat exhaustion or dehydration might have been responsible. He added that he had not had such an event, where things seemed to “get dark,” either before or since the accident.

Mr. Hoffman commented that the approach didn’t “look right” but, he thought that he “could handle” the situation. The airplane was high on the approach and he angled away from the runway to lose some additional altitude. He recalled continuing inbound and flying over the end of the runway, but he was unsure of the airspeed or altitude as the airplane crossed the threshold. He commented that there might have been some residual engine power on; although, he did not recall verifying that the throttle was at idle. The airplane was heading west into the sun and he saw an opening in the trees off the end of the runway. He aimed for the opening in the trees, but he did not see the power lines until it was too late. He recalled a “blue flash” and his next recollection was being treated by paramedics after the accident. In hindsight, he recalled not having an “aviation related thought” as the airplane “bounced down the field.”

Mr. Hoffman did not perceive any issues with the airplane during the accident flight.

Mr. Hoffmann reported that he has accumulated about 17,000 hours total flight time during his career as a U.S. Air Force and United Airlines pilot. About 300 hours have been in Cessna 150 airplanes, and he has conducted approximately 2,900 glider tow flights for the club.

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