

INSPECTOR STATEMENT

Aircraft Accident

Location: Hampshire, Illinois

Date: 05/29/2018

Time: 0736 local time

Aircraft: N19366/Cessna 150L

On May 29, 2018 at around 0736 I received notification from DPA FSDO operations FLM, Chet Cybulski, that an aircraft accident had occurred on Sunday, May 27, 2018 at around 1815. The accident occurred near the Sky Soaring Airport in Hampshire, IL (55LL). The call from the ROC was received by FAA inspector Spencer Cull (DPA FSDO) on the day of the accident. FAA Inspector Mary Morris (from the ORD FSDO) responded to the scene.

The aircraft involved was N19366, a 1973 Cessna 150L registered to Sky Soaring Inc.

The aircraft was being utilized as a tow plane for gliders departing from Sky Soaring (55LL). The aircraft had towed a glider out and on return a touch and go to the west was performed but the aircraft was unable to attain sufficient altitude to clear a tree line to the right and off the end of the runway and the power lines that were directly across from the runway. The aircraft impacted a power line, located approximately 600 feet from the end of the runway, and came to final rest on a field approximately 800 feet from the runway on the south side of Getty Road near the intersection of Grant Highway (IL Rte. 20) and Getty Road (Co. Hwy. 36). The pilot in command, Edward Hoffmann (Cert# [REDACTED]), was the only person on board the aircraft and sustained serious injuries.

Mr. John Osborn (Tel. [REDACTED]) was contacted, at around 0952 (on 05/29/2018), for access to the aircraft and the aircraft records. I arrived at the scene at around 1030 and the aircraft had been moved from the accident site to the Sky Soaring ramp at the airport. The damage to the aircraft was substantial.

Nose section

The firewall was detached from the left side of the fuselage and was severely bent and buckled. The engine truss was broken on the right side of the aircraft and had several bends. Continuity to the engine controls was present and the engine did not have any apparent damage or defects other than that caused by impact. The upper engine cowl had markings across the top, where the power line contacted the aircraft. Also, all engine coverings were deformed and damaged due to impact damage. The aircraft windshield was also broken. A propeller blade leading edge was noted to have markings that indicated contact with the line. Only one blade was found to be bent. No tip curl was observed. The nose landing gear was bent to the left.

Fuselage

The fuselage was bent around the door frame and severely wrinkled forward and aft of the main landing gears. The rear window was broken and the tail cone area had several kinks.

Tail section

The right elevator was bent and the trailing edge of the right horizontal stabilizer was packed with dirt and debris from the impact site. The leading edge and upper surface of the right hand horizontal stabilizer were also bent and deformed.

Left wing

The left wing had impact damage on the leading edge just inboard of the wing strut attachment point. Markings on it seemed to be consistent with what could be caused by a cable. The leading edge was also torn near this area. The upper inboard wing skin was severely buckled and deformed exposing area of the inner wing structure. The out board wing and wing tip were curled in an upwards direction. Aileron and flap were also bent and deformed. Fuel level was checked and fuel was found present.

Right wing

The right outboard wing had a slight curl in an upwards direction. The aileron and flap were also bent and deformed. The inboard upper and lower wing skins were buckled and deformed also. Damage to the upper wing skin caused exposure to inner wing structure. Fuel level was checked and fuel was found to be present.

Cockpit/Cabin

The forward windshield was broken and instrument panel trim covering were loose and damaged. Damage was also noted to the headliner above the pilot's seat. Flight control continuity was checked and continuity was found to all controls. The throttle cable was pulled completely out while the mixture was in the full rich position. Fuel selector was found in the "OFF" position. The Emergency Locator Transmitter was not found in the aircraft when I arrived. Current tach time was noted at 794.9

The aircraft records were reviewed and they indicated that the last annual was completed May 12, 2018 (TACH 785). The records and witness statements obtained by Inspector Morris did not indicate any malfunctions with the aircraft prior to the accident. Also, Mr. Osborne mentioned that they had not had any recent problems with the aircraft. The ELT to the aircraft was found at the Sky Soaring office. Records and placard on the ELT battery indicated that the battery was due December 2024.

Inspection of the aircraft on May 29, 2018 did not indicate any malfunctions and that all damage and failures were caused by impact damage.

During the visit to Sky Soaring it was noted that a tree just past the runway, and to the right of it (Northwest of the runway), has broken branches and fresh scrape marks. Inspector Morris indicated that the leaves and branches that were damaged on the tree appeared to be of the same kind as some that were found at the accident site.

 Digitally signed by Daniel Bonilla
Date: 2018.05.30 10:55 50 -05'00'

Daniel Bonilla, ASI, DPA/FSDO