



National Transportation Safety Board Aviation Accident Final Report

Location:	OSSEO, MI	Accident Number:	CHI84LA309
Date & Time:	07/01/1984, 1615 EDT	Registration:	N1106B
Aircraft:	GLASFLUGEL LIBELLE	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PLT STATED THAT THE THERMALS DISSIPATED & HE HAD TO MAKE AN OFF ARPT LANDING. THE LANDING WAS MADE IN A FIELD OF TALL GRASS & THE LEFT WING CONTACTED THE GRASS FIRST RESULTING IN A 90 DEG GROUND LOOP. THE AFT FUSELAGE SECTION SEPARATED.

Probable Cause and Findings

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

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
4. (F) TERRAIN CONDITION - HIGH VEGETATION

Factual Information

Pilot Information

Certificate:	Private	Age:	46, Male
Airplane Rating(s):	None	Seat Occupied:	Center
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	122 hours (Total, all aircraft), 60 hours (Total, this make and model), 15 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GLASFLUGEL	Registration:	N1106B
Model/Series:	LIBELLE LIBELLE	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	68
Landing Gear Type:		Seats:	1
Date/Type of Last Inspection:	04/12/1984, Annual	Certified Max Gross Wt.:	660 lbs
Time Since Last Inspection:	13 Hours	Engines:	Unknown
Airframe Total Time:	1348 Hours	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	PETER W. SMITH	Rated Power:	
Operator:	PETER W. SMITH	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Thin Overcast / 4000 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27° C
Precipitation and Obscuration:			
Departure Point:	MONTPELIER, OH (OH14)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1245 EDT	Type of Airspace:	Class G

Airport Information

Airport:	HILLSDALE (Y85)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Precautionary Landing

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	PAMELA S KLECKNER	Report Date:	
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).