

Communication Summary

August 25, 2015

Information From: Mr. Randall Hollenberg, tow pilot



Summary & Factual Information:

Mr. Hollenberg reported that he was not aware of any issue with N878S prior to the tow. The tow was uneventful and the glider released as expected at 2000 ft agl.

There were many other gliders flying both prior and after N878S's tow. He was not aware of any other land outs on that day. He flew his glider for several hours after the tow and the lift was good at that time. He was not aware of the accident pilot's actions prior to the flight and did not see him prior to towing him. He was not aware of the accident pilot's flight intentions after the tow.

The accident pilot was definitely familiar with the area near FM 1488 and 290. He believed it was 3 years ago the accident pilot landed at the closed airstrip call "Simarron" which he thought was within a mile of two of where the pilot ended up.

Landing in that area that soon after the tow on a good soaring day like Sunday would definitely not be typical. We would normally not start on a cross country flight until we have reached a starting altitude of 3500 to 5000 feet. With that height we can glide about 5-6 miles for each loss of 1000 feet. He did not know why the pilot would be low enough to need to land that close to our airport.

The sheet shows 12:56pm for N878S's take off time.

I can attest that the above summary is correct to the best of my knowledge:

Edward F. Malinowski
National Transportation Safety Board
Air Safety Investigator