

Brad Miller
Aviation Accident Investigator
AS-CEN

Date: March 27, 2024

Subject: CEN24LA133 - Record of Conversation Ed Gassman, FAA

Contact: Ed Gassman, FAA, Denver FSDO

Summary of phone conversation with Ed Gassman, Inspector for Federal Aviation Administration, Denver Flight Standards District Office, regarding case CEN24LA133.

- Second smaller windsock on the airfield specifically for the glider operations was showing a 90° crosswind of 7-8 knots
- Tow cable for vehicle launch operations is hooked to center of plane near center of gravity to allow plane to pitch up and gain velocity climbing against the tension of the rope
- Wind was pushing plane off course during takeoff, pilot compensated
- Once airborne a gust of wind lifted the right wing and pilot could not counter using flight control inputs and left wing stalled
- Pilot did not want to disconnect right away concerned that loss of forward velocity from tow vehicle would result in a stall
- When the glider began banking to the left causing it to side-load the tow rope automatically released as it was designed to do