



MEMORANDUM OF CONVERSATION

Investigator Name
Air Safety Investigator
Eastern Region

Date: Monday, December 19, 2016
Person Contacted: David Hultman (Pilot)
NTSB Accident Number: ERA17LA048

Narrative:

Texted and asked if we could schedule some time to talk today and fill out the accident report together over the phone. He agreed and called me around 1400 est.

Based on the weather, orientation of the glider and the runway, we discussed the possibility of wind shear causing an aerodynamic stall.

He was landing on runway 18 and winds were from 170 at 7 gusting to 15. It's likely that while established on left base, he made a right turn to loose altitude, the wind went from the left side of the glider, to a direct tailwind before going back to a headwind. Then at the apex of the second turn, the wind went straight up the "tail" and caused a loss of lift due to wind shear and gusty conditions. He agreed that it was a possibility, however, he does not remember the turn or the accident sequence, but thinks that may be what happened based on witness accounts.

There were no mechanical irregularities or anomalies with the glider.

Asked the pilot if I could fill out the 6120 report on his behalf being that his computer could not open up the file and his injuries made it difficult. He agreed and we spent 20 minutes on telephone and completed the 6120 report together.

Stated I would sign it on his behalf and send it to him for review; to please send me an acknowledgement email back confirming review and acceptance.

Discussed his flying background with the Boeing 727 and transitioned into where he received his glider training. He got his commercial glider rating in Florida.