



NATIONAL TRANSPORTATION SAFETY BOARD

Eastern Region – Ashburn, Virginia

Record of Conversation

Who: Carlos Troncoso, Skyline Soaring Club member and witness

When: February 13, 2020

In a telephone conversation, Mr. Troncoso said he was a member of the Skyline Soaring Club and had been out flying with Pete Maynard in separate gliders on the day of the accident. He said about 10-15 minutes prior to the accident, he and Mr. Maynard caught a thermal and flew as a “gaggle” for about 2-3 circles, before Mr. Troncoso lost lift and returned to the airport with his passenger. He said he encountered “a huge updraft” of about 10 knots when he turned from the right downwind to base, which caught him off guard. However, he was able to correct for it and land uneventfully on runway 28.

Mr. Troncoso said that he exited his glider and was out by the wing when he saw Mr. Maynard’s Russian glider about midfield on the right downwind leg for runway 28. He said the glider “was definitely in the traffic pattern” and the attitude of the glider appeared to be “nose up” and moving “slower than normal.” Mr. Troncoso thought it was flying at “minimum sink” speed. At this time, another glider had just executed a simulated emergency tow rope break procedure from runway 28 and was landing in the opposite direction on runway 10. Mr. Troncoso thought that maybe Mr. Maynard had slowed down to wait for the glider to clear the runway. Looking at the position of Mr. Maynard in the traffic pattern and the other glider, Mr. Troncoso told his passenger, that he thought Mr. Maynard would just fly over them. Mr. Troncoso said the pattern wasn’t as congested as it has been on other days that he has flown, and the glider that was on the runway was moving quickly to clear the runway.

Mr. Troncoso said he looked away from Mr. Maynard’s glider for a few moments, but when he looked back up to see where he was in the traffic pattern, he wasn’t there. He hoped that Mr. Maynard had landed off field. The next thing he observed was the club’s tow plane searching the area.

Mr. Troncoso also stated that he did not speak to Mr. Maynard in flight that day nor did hear any radio calls from him.

Leah D. Read, Sr. ASI