



RECORD OF CONVERSATION

Michael J. Hodges
Air Safety Investigator
General Aviation Accident Investigation Division (AS-20)

Date: May 7, 2015
Person Contacted: Mr. Rollin Hasness (Pilot)
NTSB Accident Number: GAA15CA062

Narrative:

The following is a synopsis of the information provided by Mr. Hasness in a telephone conversation.

- The accident occurred on 5/6/2015 at 1220 PDT.
- The powered glider is an Issoire Siren, PIK-30, N350BC.
- Mr. Hasness is the pilot who departed from Deer Park Airport (DEW). No flight plan was filed.
- Mr. Hasness made a departure from DEW, and reported that the takeoff was normal. Mr. Hasness reported that the engine was getting good power.
- Mr. Hasness stated that about 400 feet above ground level, he started a left crosswind turn away from the airport.
- Mr. Hasness stated that when he came out of the turn, the glider was in a sink, and not climbing. Mr. Hasness stated that he checked the flaps and that the engine seemed normal. Mr. Hasness reported that the engine sounded normal, the instruments seemed normal, and he still had full power.
- Mr. Hasness reported that the sink was overwhelming, about a 150 feet per minute sink, and he came down fast.
- Mr. Hasness stated he wanted to land back on the airport, but there were trees and power lines close by, so he chose to land in an open field. Mr. Hasness stated he made a left turn into the open field, landed, and shut down the engine.
- Mr. Hasness stated there wasn't a lot of wind, there were cumulus clouds present, and that he may have encountered possible turbulence. Mr. Hasness reported that the possible turbulence was not violent.
- Mr. Hasness sustained no injuries.
- Mr. Hasness stated the glider sustained nose and left wing damage in addition to the boom being snapped off.
- Mr. Hasness verified that there were no pre-impact mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation.