

From: Luke Reivich
To: [REDACTED]
Subject: Accident in N134BC
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This is a write up by the pilot in 4BC

I towed from mile high gliding behind Kate 3 miles northwest of the airport, got of at 8300 feet in a 400 ft/min thermal, thermal end up to 9000 feet in a couple minutes kept my eye on the airport couldn't listen to the Awos because someone screwed with my com 2 setup. Saw waves on the north side and thought it would be a good time to come back. Now I'm south of the airport at 7000 feet checking out the airport conditions which winds were a straight south wind 15 knots at the least. Made my into the pattern not anyone knowing it was going to switch to a west wind gust up to knots including downdrafts at the end of my flight 1EF and 72W were on the ground by the time I was on my crosswind midfield leg. Right when I turn left downwind is when everything started to speed up, I was in 1000 ft/Min sink and fighting strong gusts, I was getting so low I decided to abbreviate keeping my speed extra high 65-70 mph to be sure to not stall or spin which is easier in strong gust, and I also wanted to fly fast to get out of the sink and on the ground as quick as possible. After struggling severely on my base leg l, I was lucky to make it to the runway. I had my speed up and was getting ready to "fly it to the ground", this is when I was hit by a tail gust/downdraft something strong enough to cause me to fall to the ground from about 10 feet. I kept flying it down the runway with the wind knocked out of me. Got out and two people pushed it back to the bay. So there's the flight

I am not a 20,000 airline pilot, but I am comfortable saying that I know what im doing, and that is the way a fifteen year old flying a single place glider needs to think. The biggest thing I learned from this flight is how fast microbursts can happen and how much they can affect a glider. I'm hoping after enough dual flights I can get back to the position I was before this unfortunate incident had to happen. And also use it as a learning experience