



RECORD OF CONVERSATION

Albert Nixon
Senior Aviation Accident Investigator
Western Pacific Region

Date: June 30, 2019
Person Contacted: Ken Burns (FAA Inspector)
NTSB Accident Number: WPR19LA181

Narrative:

During a conversation with Ken Burns, FAA Inspector, the following is a summary of what he stated:

- He responded to the accident site today.
- The glider sustained damage to its gear doors, left wing, and canopy.
- The landing gear was down for landing.
- Overall, the damage was minor.
- Flight control continuity was established prior to the recovery.
- He passed along the co-owners contact information.



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Date: June 30, 2019
Person Contacted: John Hill (Co-owner of Accident Glider)
NTSB Accident Number: WPR19LA181

Narrative:

During a conversation with John Hill, co-owner of the accident glider, the following is a summary of what he stated:

- Last year they bought the glider and had a new weight and balance accomplished then.
- There have been no changes to the weight and balance since then.
- The accident pilot and he were co-owners of the glider.
- They were part of a club in Tennessee.
- They flew the accident glider on Friday the day before the accident and it flew fine.
- He had breakfast with the accident pilot that morning and he seemed in good spirits.
- When one pilot flew the other would be the ground crew.
- He assisted during the ground preparation for the accident flight.
- The preflight to launch was uneventful.
- The takeoff time was about 1340.
- The accident flight was planned to be local; the pilot said he would fly towards Santa Fe, and then come back towards the mountains.
- There were some build ups towards Santa Fe and the accident pilot was aware of this.
- He may have changed his course because of the built ups.
- Estimated he would return about 1430-1530
- He tried to call him on the radio and phone but was unsuccessful.
- He had no contact with the accident pilot during the flight.
- Once it got dark, he notified the local authorities.
- The police located him through his cell phone pings.

- The club consisted of about 8-9 people.
- The glider was capable of water ballast but had none on the accident flight.
- The oxygen bottle was service before the flight.
- They arrived last Sunday about a week ago.
- He had flown 2 flights that week and the accident pilot flew 1 time before the accident flight.
- The accident pilot did cancel a flight earlier in the week because he felt congested.
- The three days prior to the accident, the accident pilot seemed rested and in good spirits.
- They stayed at the same hotel and had breakfast together.
- There were no mechanical issues with the glider that week.