



RECORD OF CONVERSATION

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Date: 6/9/2020
Person Contacted: Claus Weisemann (Glider Pilot)
NTSB Accident Number: WPR20LA141

Narrative:

During a telephone conversation with Mr. Weisemann, he reported there was no written checklist inside the glider, so he used a standard generic checklist for gliders, which consisted of closing it, locking it, verifying flight controls are free and correct, air brakes, instruments, and review the heights for rope breaks. When asked if he had pushed upward on the canopy after locking it, Mr. Weisemann said that he did not push up on the canopy and did not recall ever doing so and that it was not his standard practice. Additionally, Mr. Weisemann could not recall how high the glider was above the ground when the canopy opened. When asked if he lost visual sight of the tow airplane during the tow, Mr. Weisemann replied that he could not recall, and that once the canopy opened, it was very startling.

When asked about becoming disorientated, Mr. Weisemann said that he became disoriented to everything, including the relative position of the glider, recalled thinking he was going to crash. He added that he feared the canopy was going to fly away, damage the glider, and the entire event was very violent.

Mr. Weisemann stated that he sustained a head injury to the right side of his head from the canopy hitting him, and did not recall when it happened, however, was notified by law enforcement after landing that he was bleeding. He continued to report that he was disoriented with relative position of the glider, and that he realized the tow rope was gone, but was not sure how.

Mr. Weisemann further stated that it was very scary, and at one point, the canopy was still flapping, however, not as badly as initially, and he had lost orientation where the airport and tow plane, was, along