

RECORD OF <input checked="" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL	TIME 1450	DATE 03/02/2020		
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION	ROUTING <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center; border-bottom: 1px solid black;">SYMBOL</td> <td style="width: 50%; text-align: center; border-bottom: 1px solid black;">INITIALS</td> </tr> </table>		SYMBOL	INITIALS
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Charles Dutch, Huntsville Soaring Club [REDACTED]				
Doug Morris, CFGI, [REDACTED]				
Rob Black, Tow Pilot, [REDACTED]				
SUBJECT Glider Accident at Moontown Airport, Huntsville, AL				
Statement was compiled from phone conversations and in person interviews				
DIGEST <p>The tow plane, with glider in tow, departed runway 27 with intentions of performing a simulated rope break for training for a glider student pilot preparing to solo. The tow pilot reported light turbulence during initial climb. This was the second training flight of the day for this student. The prevailing winds of the day were crosswinds (from the south) with a slight headwind component favoring runway 9. A shift in the wind (still a crosswind from the south) to favor runway 27 had just occurred prior to the accident flight. This was the first tow of the day from runway 27. The glider released at approx. 300 ft agl and 80 knots and initiated a return for landing on runway 9. The tow pilot stated that the release was at a higher altitude than expected. The CFGI made a 270 degree right turn followed by a 90 degree left turn to final. This maneuver was necessary to avoid trees and the upward sloping terrain to the south of the approach end of runway 9, as reported by the CFGI. The tow plane continued straight to establish clearance. The CFGI was on the controls demonstrating the maneuver for the student, this was the first simulated rope break training task for the student, as stated by the tow pilot. The CFGI stated that when established on final approach the glider descended below the tree line and he deployed the air brakes at 50 feet and 60 knots. The glider then began a rapid descent, sufficient elevator authority to arrest the descend was not available, as reported by the CFGI. The glider impacted terrain in a nose low attitude in a cotton field approximately 275 yards to the northwest from the approach end of runway 9. The CFGI reported that the right wing tip and the nose cone impacted the ground first. The glider was substantially damaged. Both the CFGI and the student sustained injuries and were transported from the scene.</p> <p>When the tow plane turned for landing the tow pilot saw the glider already on the ground. The tow pilot estimated 30-45 seconds from the time of release until he made the turn for landing.</p>				
CONCLUSION, ACTION TAKEN, OR REQUIRED <p>Both the tow pilot and the CFGI speculated that the cause of the accident was a sudden downdraft. The tow pilot stated that such downdrafts tend to occur due to surrounding sloping terrain. Arrangements were made by the insurance underwriter for the glider club to remove the wreckage on 03/04/2020.</p>				
DATE 03/03/2020	TITLE ASI/Airworthiness IIC	SIGNATURE		