

From: Kevin Hobbs <[REDACTED]>
To: 'Michael L. Shakman' <[REDACTED]>
Sent: Sat, Aug 6, 2016 6:56 pm
Subject: 9U accident statement

Mike,

Please accept the following statement regarding my recollection of today's events.

Approximately 2 hours prior to the accident, 9U received a tow to 2,000. I was the tow pilot in the Pawnee. The logged duration of the tow was 0.1hrs.

During acceleration and takeoff, my focus was mainly forward, with an occasional glance at the glider in the mirror. I did not notice any issue prior to takeoff.

After takeoff, a vertical PIO of the glider was observed that was damped after a couple oscillations. The amplitude of the oscillation did not reach a point that required any control input in the tow plane. After approximately 50 – 100 feet altitude gain, the oscillation was corrected and the tow proceeded normally through release at 2,000'.

Regards,

Kevin

August 6, 2016

Tow rope was attached to glider and slack taken out

Glider Pilot radioed ready for takeoff

I initiated the takeoff run on runway 27

Takeoff run was normal

Broke ground about halfway down runway and began climbing

At about 20 feet I began to feel heavy increasing drag from the glider and shortly thereafter felt the glider release from tow.

Proceeded to climb and returned to land.

73.6

Jeffrey Mack, Tow Pilot

ATTN: MIKE SIVAKMAN

The glider began its takeoff roll. After a few yards, the right wing dropped, the pilot leveled the wings then the left wing dropped. The glider continued to the left for a short time, then leveled the wings and continued the tow. The pilot leveled the wings then pitched up while the tow plane continued down the runway. The glider was pitched up about 30° until the tow rope separated from the glider. The glider continued southwest for a short time, but appeared to level out. The glider then appeared to attempt a turn to the north, but immediately entered a "stall/spin" with the left wing hitting the ground before the rose from about 100' AGL.

8/6/16



ATTN: MIKE SHAKMAN

GLIDER BEGAN TAKE-OFF ROLL. AFTER 100 YARDS RIGHT WING DROPPED, PILOT LEVELLED WINGS THEN DROPPED LEFT WING WHILE VEERING SLIGHTLY TOWARD THE SOUTHWEST WHILE STILL ON TOW BEHIND THE HUSKY. PILOT THEN LEVELLED WINGS BRIEFLY BEFORE PITCHING UP AT APPROXIMATELY 30° - 40° . THE TOW PLANE (HUSKY) CONTINUED ON COURSE (DOWN THE RUNWAY) WHILE GLIDER CONTINUED TO CLIMB AT 30° - 40° UNTIL THE TOWROPE SEPARATED FROM GLIDER. GLIDER THEN PROCEEDED IN A SW DIRECTION BUT THE PITCH ATTITUDE LEVELLED OUT, THE ^{GLIDER} AIRCRAFT THEN (APPEARED TO ATTEMPT) ~~IN~~ A TURN TO THE NORTH, BUT IMMEDIATELY ENTERED A "STALL-BAN" WITH THE LEFT WING IMPACTING THE GROUND SLIGHTLY AHEAD OF THE AIRCRAFT'S NOSE. THE GLIDER ENTERED THIS MANUEVER FROM APPROXIMATELY 100-150 FEET. I CHECKED FOR A PULSE, BUT THERE WAS NONE.

2/1/16



① ~ 3:50pm Aug 6th, 2016 Glider was attempting to Take off
on Runway 27 after the ^{wing} runner (Bob Hammer) Released the wing (Right)
Almost immediately Dropped impacting the Ground, the Pilot Attempted to correct
w/ Aileron & Elevator causing the left wing to drop & the glider. The
Aircraft then stabilized and became Airborne, wind was from the West/North
West causing the plane to drift to the left side of the Runway when
it climbed to ~ 200 feet ^{ft} when it Released from the tow cable. The
Aircraft then Entered a Right turn ($\pm 60^\circ$ bank) when it stalled
and spun to the ground before the Pilot could recover. The Aircraft
impacted the grass just off the South West end of Runway 27 (nose
1st ~ 70° Nose down to $+60^\circ$ Bank to the Right)

Michael S. Phillips

