

Silliman James

From: Mike Shakman <[REDACTED]>
Sent: Thursday, January 11, 2018 1:27 PM
To: Silliman James
Subject: Re: CEN16FA308: N551DR Glider Accident
Attachments: 15-32-41 Screen Shot .png; 15-32-43 Screen Shot .png; 15-32-45 Screen Shot.png; 15-32-47 Screen Shot.png; 15-32-51 Screen Shot.png; 15-32-55 Screen Shot.png; 15-32-59 Screen Shot.png; 15-33-03 Screen Shot.png; 15-33-07 Screen Shot.png; 15-33-10 Screen Shot.png

Jim: 1 pm Central time next Tuesday, Jan. 16, should be fine to talk. Please call my cell, [REDACTED]

As it happened, I had time to spend on this today. So I obtained the information you requested on airspeed as depicted by the flight log of the accident flight.

The SeeYou program for reading flight logs can be configured to display ground speed in the right hand axis rather than altitude. I configured the program for that display and attach screen shots showing the ground speed from before the beginning of the takeoff roll of the glider to the end of the flight as determined by the SeeYou program. They reflect the following:

Time/Ground Speed

15:32:41/ 0 ground speed
15:32:43/ 02 mph
15:32:45/ 07 mph
15:32:47/ 16 mph
15:32:51/ 32.5 mph
15:32:55/ 47 mph
15:32:59/ 55 mph
15:33:03/ 45.5 mph
15:33:07/ 40 mph
15:33:10/ 0 mph

The preliminary report says that the wind at JOT at the time was 330/6 knots, which should have generated a modest headwind component, increasing the airspeed above the ground speed indicated by the SeeYou program. I ran a 40 mph ground speed on an E6B computer with the wind at 330/6 and a 260 degree course for the aircraft. The result was about a 2 mph increase in airspeed, to about 42 mph.

Let me know if you would like to discuss.

Regards,

Mike Shakman

-----Original Message-----

From: Mike Shakman [REDACTED]

To: sillimj [REDACTED]

Silliman James

From: Mike Shakman [REDACTED]
Sent: Thursday, January 11, 2018 2:23 PM
To: Silliman James
Subject: Re: CEN16FA308: N551DR Glider Accident

Jim: After sending you the ground speed data I thought it would be useful to add the altitude recorded for each data point and to calculate the rate of climb and descent at the end of each point where there was much change from the prior point.

Here it is:

Time	Ground Speed	Altitude	Rate of climb or descent (fpm)
15:32:41	00 mph	[585']	
15:32:43	02 mph	[585']	
15:32:45	07 mph	[585']	
15:32:47	16 mph	[585']	
15:32:51	32.5 mph	[590']	
15:32:55	47 mph	[595']	
15:32:59	55 mph	[632']	[555 fpm]
15:33:03	45.5 mph	[742']	[1650 fpm]
15:33:07	40 mph	[728']	[-210 fpm]
15:33:10	00 mph	[670']	[-870 fpm]

Mike

-----Original Message-----

From: Mike Shakman [REDACTED]
To: sillimj [REDACTED]
Sent: Thu, Jan 11, 2018 2:26 pm
Subject: Re: CEN16FA308: N551DR Glider Accident

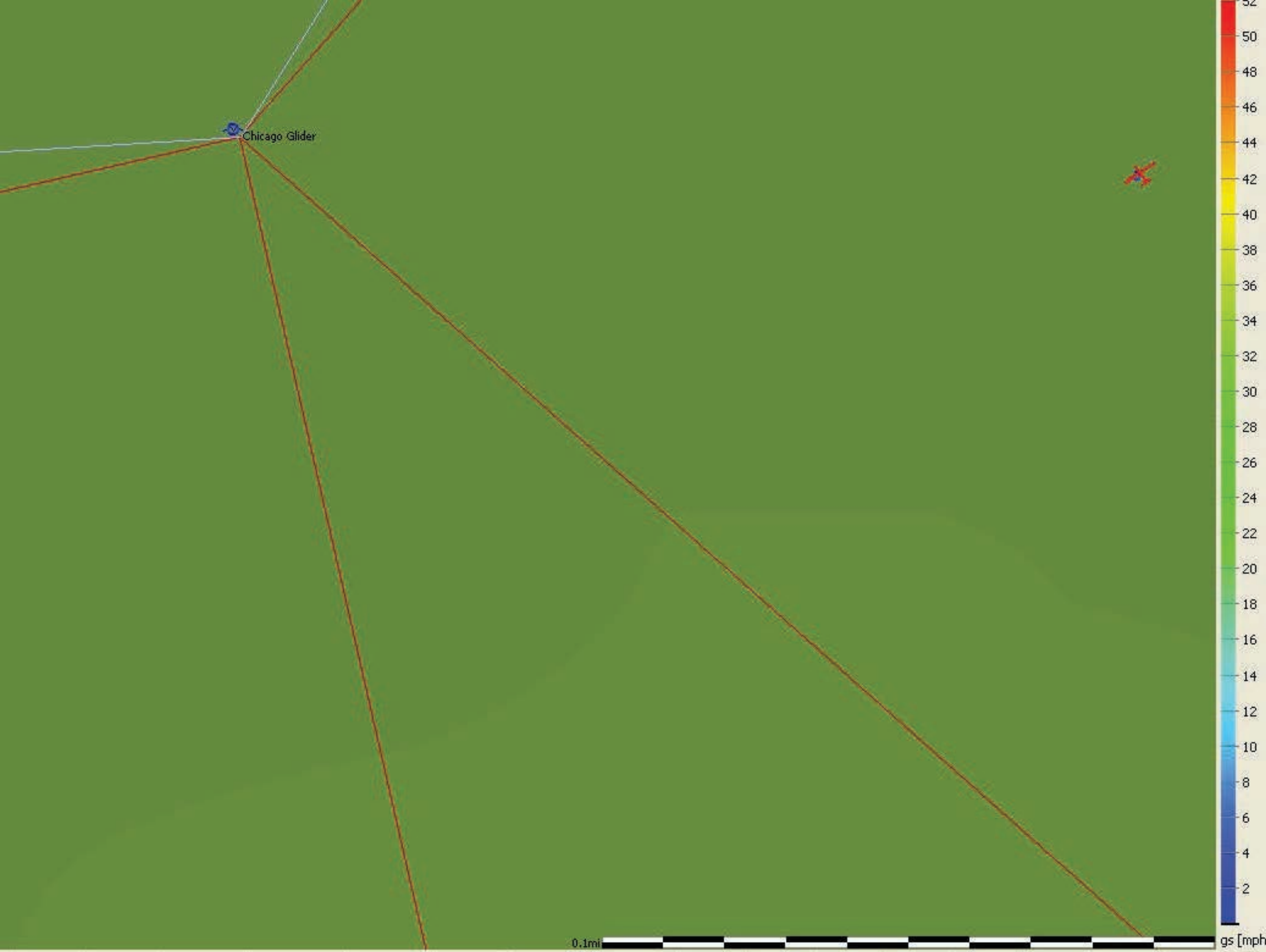
Jim: 1 pm Central time next Tuesday, Jan. 16, should be fine to talk. Please call my cell, [REDACTED]

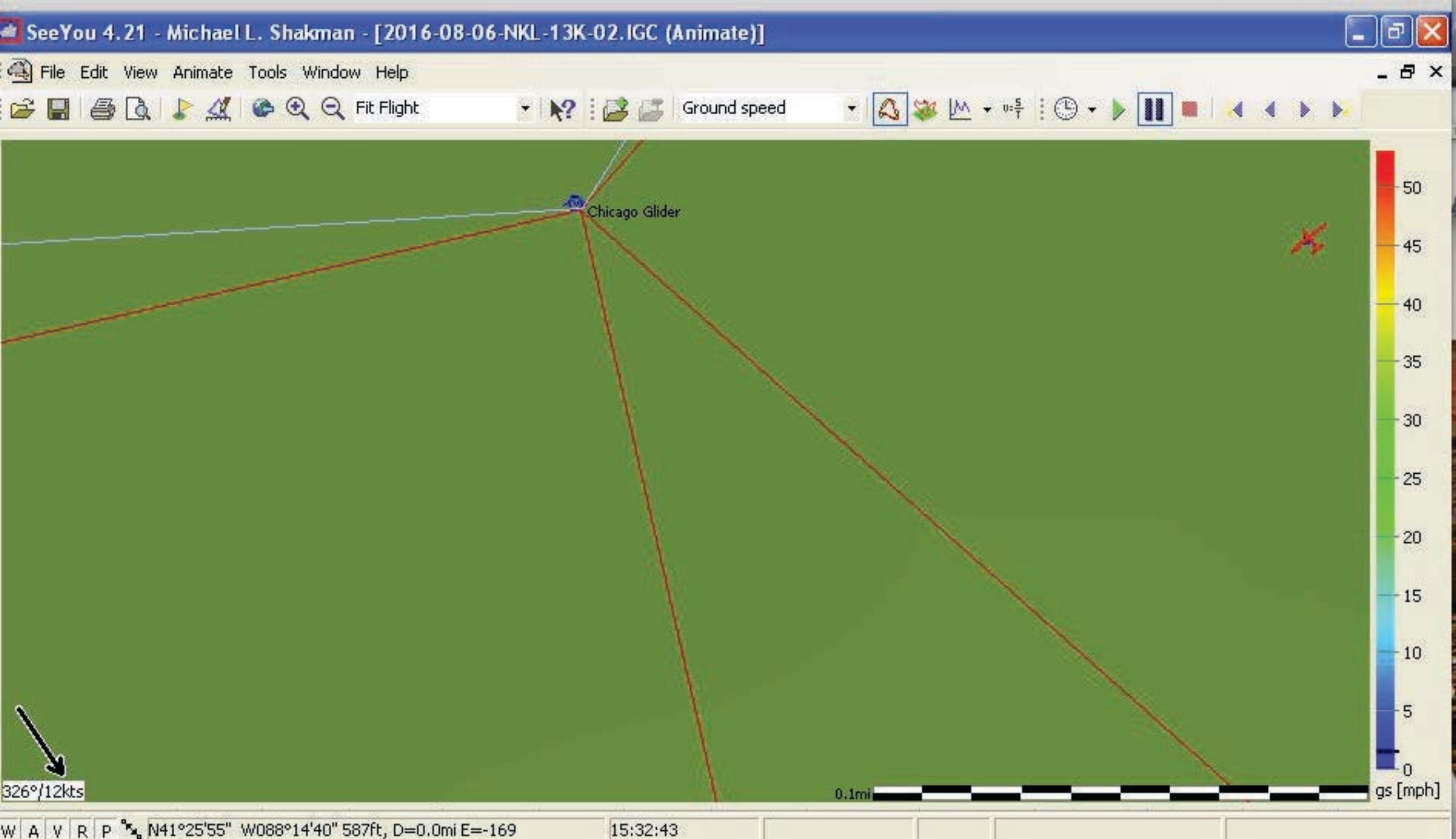
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Time/Ground Speed

15:32:41/ 0 ground speed
15:32:43/ 02 mph





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Ground speed

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▼

0:15

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