

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. Name of Reporting Facility: KDCA FCFSS FSOB	2. Report Number:
		3. Aircraft Identification and Type: N304AB	
4. Location of Occurrence: Fault Line Flyers, ██████████ Bertram, TX.		5. Date & Time of Occurrence (UTC): 7/30/2021	
6. Name (Operating Initials): DOLL, JOHN MARTIN	7. Title: Tow Pilot	8. Position and Time (UTC): (TX23) 16:29	
9. Complete in accordance with FAA Order JO 8020.16, <i>Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting</i>, Chapter 7, paragraph 5, FAA Form 8020-26, <i>Personnel Statements</i>. The personnel statement is prepared and used to provide information concerning the circumstances that cannot be retrieved via some type of recorded data source. Facts concerning what was observed and what actions were taken may not have been completely captured. Use this statement to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this occurrence. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through The Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be signed by you, and your signature below certifies the accuracy of this statement. The statement will not be edited and once signed, will constitute your original statement.			
10. Text of Statement:		☒ ORIGINAL ☐ SUPPLEMENTAL	
I was assigned to tow at FLF 7/30/21. Did weather brief by computer from home, and telephonically (Leidos) at the gliderport between 11: and 11:30 a. m. Test hopped a pattern-towplane N42VA performed normally, no discrepancies. Landed and attached tow rope. Weather estimated 30%-40% cover at 3500' AGL, wind very light S E, 3-5 mph. Started towing approx 12:30, made 7 tows to 2000-3000' AGL, all normal. Incident glider was 8th tow. My visual scan of the glider showed all normal- canopy closed, spoilers retracted, rope attached, wings level to take out slack. Radio contact established when glider pilot stated "AB is ready". (That it the last transmission I heard.) Made my departure announcement to traffic, and initiated takeoff. Takeoff normal, and glider appeared (in the mirror) to be in correct position. At estimated 300' AGL, estimated 3000'-3500' down the runway, 70 mph, I was surprised to feel release from tow. Began a shallow left turn to look left, back, and down to confirm glider off tow. I saw the glider below (towplane by now 500'-600'), still over the runway. Could not estimate his altitude, but was concerned there may be 1000' or less if he landed straight ahead. Saw glider initiate a left turn, then saw it touch down at what looked from my aspect and distance to be more or less wings level and landing attitude. I could not estimate his descent rate, but saw the tail boom fail and empennage section fold to the left. I was climbing to downwind by that point, and far enough away that I could no longer see detail on the glider, but suspected with impact force enough to break the glider, he may be injured, or certainly would need assistance. I could not raise anyone on the radio, so dropped the tow rope in front of operations, landed, and notified ground personnel.			
11. Signature:		12. Date of Signature: 8/4/21	

FAA Form 8020-26, Personnel Statement

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6. Name (Operating Initials):	7. Title:	8. Position and Time (UTC):	
9. Complete in accordance with FAA Order JO 8020.16, Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this occurrence. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through The Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.			
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Glider and towplane became separated shortly after takeoff. There was <u>no</u> rope break. Glider returned to the runway, impacted the ground and spun rotated counter-clockwise, which likely snapped the tail boom. Scuff markings on the port wing leading edge support the a subsequent clockwise groundloop. GONZALO ECHEVERRY. [REDACTED]			
11. Signature of Witness: [REDACTED]		12. Date of Signature: 31-JUL-2021	

Fox Todd

From: Henneke, Kevin E <Kevin.Henneke [REDACTED]>
Sent: Friday, July 30, 2021 4:39 PM
To: Ballard, Thomas (FAA)
Subject: Synopsis

Tow Pilot info:
Smokui Doll
DOB [REDACTED]

Cell: [REDACTED]

Synopsis:

Mr. Doll was towing glider and Mr. Debaghy. Mr. Doll was approximately 400 feet in the air and glider may have also been airborne. Mr. Doll was turning to land and saw the glider on the ground at the south end of the runway. Appears glider landed hard causing the tail to snap, but not completely break from the aircraft. Pilot was alert and conscious. Spoke with Seton Williamson County ER, Mr. Debaghy has two compressed vertebrae and also sternum injury. ER nurse believes he will be ok as long as he does not take a turn for the worse. Should be moved to ICU within the next hour or so.

Kevin Henneke, Trooper II
[REDACTED] Llano

O- [REDACTED]
C- [REDACTED]