

Diaz Allison

From: [REDACTED]
Sent: Sunday, August 17, 2014 9:59 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: August 17 Glider accident witness statement

August 17, 2014

RE: A/C N266SE Accident Witness Account

My name Jay Alan Miller, [REDACTED] Wilsonville, AL 35186. Email address is [REDACTED]. I hold a private pilot glider certificate.

I was at Merkel Field, Sylacauga, AL on August 17, 2014 and witnessed Rachel McKay's flight in the Central Alabama Soaring Association's Super Blanik, N266SE.

I know Rachel was the pilot because I helped her strap into the glider and watched her take off.

After her takeoff and release from the tow plane I observed her off and on as she thermaled South of the field.

After her launch a second glider took off with CFIG Roger Lewis and student Mark Fehn on board.

My attention was directed to discussions on the ground with other club members until Roger Lewis and Mark Fehn were spotted in the pattern. At that time our attention was focused on determining Rachel's location. Several of us spotted Rachel North of the field in the pattern at an altitude I estimate at 1500 feet MSL.

Rachel's A/C entered a steep right bank and appeared to stall. A recovery from the stall was effected briefly. The A/C assumed a nose up attitude and immediately entered a spin to the right.

I saw the A/C complete two full rotations to the right in a near vertical attitude before I lost sight of it below the tree line.

Based upon phone calls made immediately afterward the approximate time of this event was 3:20 CST.

Sent from my iPad

Clark, Jack E (FAA)

From: David Nelson [REDACTED]
Sent: Sunday, August 24, 2014 10:47 AM
To: Clark, Jack E (FAA)
Subject: N266SE

Glider N266SE launched without incident and appeared to release ~2k AGL. After operating for approximately a half hour within a 1-2 mile radius of the field, 6SE arrived at a point approximately 1 mile north of the field and appeared to attempt to enter a right downwind to rwy 27. The glider slowed to a stall and entered a spin. After 1/2 rotation, the aircraft appeared to recover from the spin proceeded away from the field for a few moments and then turned and entered another stall/spin. After ~2 loping rotations, I lost visual contact with the plane behind trees. A few minutes after losing sight of the plane I concluded the glider had landed out and not knowing the circumstances, I called 911. This call is time stamped 3:26 pm so I would estimate the accident happened at about 3:24 pm.

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David Nelson
Private Pilot ASEL, Glider
[REDACTED]