

Victim/Witness Statement

Date: <u>4/14/2018</u>	Type of Case _____	Time of Report _____
Name: <u>John Williams</u>	Date of Birth: [REDACTED]	DL: _____
Address: [REDACTED]	City: <u>Bonita Springs</u>	Zip: <u>34134</u>
Place of Employment: <u>Self</u>	SS#: [REDACTED]	
Phone Number(s) Home: () -	Cell: [REDACTED]	Work: () -

Glider released at 400 ft. I saw the glider make at least two turns in an apparent spin, before impacting the ground. Glider disintegrated on impact. I called the glider ground crew on the radio and told them to call an ambulance. We rushed to the scene where we were met by deputies & fire/rescue. Tom had swayed loose in his tow, which was uncharacteristic. He was an excellent pilot.

I circled the crash site once in the air, in hopes of seeing Tom standing beside the glider, but I only saw debris.

Knowing Tom as well as I did, it is my opinion that he may have had a medical issue in the air, or the glider may have somehow malfunctioned. He would not have entered a spin intentionally.

Sworn to me this _____ day of _____, 2018. I swear/affirm that this statement is true and correct. I certify that the statement made to the below listed Hendry County Deputy Sheriff concerning the above listed incident offense were voluntarily made and true to the best of my knowledge. I further certify that I am willing to prosecute in this matter. I understand that anyone found guilty of providing false information concerning the alleged commission of a crime can be criminally punished by a definite term of imprisonment not exceeding one-year and/or a fine exceeding \$1,000.00/Misdemeanor of the First Degree. (Florida Statute 837.05, 775.082 and 775.083). Initial if read _____.

[REDACTED]
(Law Enforcement Officer Signature)

[REDACTED]
(Witness Signature)

Victim/Witness Statement

Date: <u>4-14-2018</u>	Type of Case <u> </u>	Time of Report <u>18:10</u>
Name: <u>FRED R UNGERL</u>	Date of Birth: <u> </u>	DL: <u> </u>
Address: <u> </u>	City: <u>FIMERA FL</u>	Zip: <u>33905</u>
Place of Employment: <u>RETIRED</u>	SS#: <u> </u>	
Phone Number(s) Home: <u> </u>	Cell: <u> </u>	Work: <u> </u>

STATEMENT MADE BY FRED R UNGERL.

THE FOLLOWING EVENTS OCCURRED.

- 1) I HOOKED UP GLIDER
- 2) SIGNALLED CLIMB FOR TAKEOFF
- 3) INITIAL ROLL AND TAKE OFF LOOKED NORMAL
- 4) MY ATTENTION TURNED TO MY AIRCRAFT TO GET IT READY FOR NEXT LAUNCH.
- 5) APPROXIMATELY 1 MIN ON SO, I RECEIVED A RADIO CALL FROM THE TOW PLANE THAT THE GLIDER HAD RELEASED AND LANDED IN FIELD ON S. END OF AIRPORT.
- 6) SUBSEQUENT CONVERSATION WITH TOW PILOT INDICATED THAT HE MIGHT HAVE CRASHED RATHER THAN LANDED
- 7) I ASK IF HE COULD SEE ANY BODY STANDING OUTSIDE.
- 8) HE SAID NO. AFTER LOOKING CLOSER
- 9) I ASK HIM FOR A MORE EXACT LOCATION.
- 10) HE THEN HEADED FOR THE BEST ROUTE TO FIELD - 911 WAS CALLED ENROUTE.
- 11) I REMAINED ON SCENE FIRST, NOTE NO FIRE.
- 12) DNB MIN LATER RESCUE PERSONNEL ARRIVED. AND TOOK OVER

Sworn to me this day of , 2018. I swear/affirm that this statement is true and correct. I certify that the statement made to the below listed Hendry County Deputy Sheriff concerning the above listed incident offense were voluntarily made and true to the best of my knowledge. I further certify that I am willing to prosecute in this matter. I understand that anyone found guilty of providing false information concerning the alleged commission of a crime can be criminally punished by a definite term of imprisonment not exceeding one-year and/or a fine exceeding \$1,000.00/Misdemeanor of the First Degree. (Florida Statute 837.05, 775.082 and 775.083). Initial if read .

 HZ
(Law Enforcement Officer Signature)

(Witness Signature)



MEMORANDUM OF RECORD

Eric Alleyne
Air Safety Investigator
National Transportation Safety Board
Office of Aviation Safety - Eastern
Region

NTSB Case Number: ERA18FA128

Pilots friend: Fred Ungerer

Place: La Belle Municipal Airport (X14)

Examination date: 4/15/2018

Subject: Pre-Lunch Assembly

During an onsite interview, Mr. Ungerer stated that he did not assist the pilot in the assembly of the glider. But when the pilot prepared for takeoff he asked if all flight control checks were accomplished. He said the pilot said that he performed all the necessary check and everything seemed normal to him. The glider was positioned on the runway and hooked up to the tow rope. He signaled the tow pilot clear for takeoff and the initial roll and takeoff looked normal. Mr. Ungerer said that shortly after he received a radio call from the tow pilot that the glider released and landed in the field on the southside of the airport. In a subsequent conversation with the tow pilot Mr. Ungerer said that the tow pilot informed him that the glider may have crashed. Mr. Ungerer asked the tow pilot if he could see the pilot standing outside of the glider and the tow pilot responded "No." Mr. Ungerer asked for a location of the glider and headed over to the field and called 911. Mr. Ungerer tried to assist the pilot prior to rescue personnel arriving.



MEMORANDUM OF RECORD

Eric Alleyne
Air Safety Investigator
National Transportation Safety Board
Office of Aviation Safety - Eastern
Region

NTSB Case Number: ERA18FA128

**Glider owner: Robert Driscoll (Part
owner)**

Place: La Belle Municipal Airport (X14)

Examination date: 4/15/2018

Subject: Pre-Lunch Assembly

During an interview, Mr. Driscoll stated that he and pilot assembled the airplane prior to the flight. He said that they did a positive control check with the flight controls. The check was normal and no discrepancies were noted. The airplane was prepared for tow hook up and released for flight.



MEMORANDUM OF RECORD

Eric Alleyne
Air Safety Investigator
National Transportation Safety Board
Office of Aviation Safety - Eastern
Region

NTSB Case Number: ERA18FA128

NTSB telephone interview: John
Williams (Tow Pilot)

Interview date: 4/15/2018

Glider pilot: Thomas Irlbeck

Subject: Accident investigation
inquiry-tow operation

In a telephone interview with Mr. John Williams the glider tow pilot, he said he towed the pilot's glider for the past five years and spoke highly of the Mr. Irlbeck (glider pilot) abilities. He said that he and the Mr. Irlbeck were in radio communication prior to takeoff. He said Mr. Irlbeck requested a "left break" after takeoff, which was precautionary, in the event the tow rope broke on climb out. The Mr. Williams was not concerned with this request since the winds were aligned with the active runway. The Mr. Irlbeck also requested to be towed up to "3,000 ft above the field before release" and the Mr. Williams acknowledged. During the climb out, about 200 ft above ground level (agl), the Mr. Williams noticed that the tow rope had a lot of slack, which did not seem normal. He also said that the glider was "moving around a lot more than he was accustomed too." The Mr. Williams started a shallow turn to the right to keep the airplane upwind and to "take up the slack in the tow rope." After this maneuver the glider did not reduce the slack out of the line, which effected the glider's airspeed. At 400 ft agl the glider encountered a thermal and began to climb rapidly while lifting the tail of the tow airplane. The Mr. Williams was about to release the glider when it released from the tow rope. The Mr. Williams continued in straight level flight to avoid the glider, and when he was far enough away to look back, he noticed that the glider was about 200 ft below the tow airplane in a spin. Mr. Williams watched as the glider continued in a spin until it collided with the ground.