

Jacksonville Sheriff's Office Statement Form



Name: FRANK BENEDETTO

Address: [REDACTED]

City: ORANGE PARK State: FL Zip Code: 32073

Home Number: ()

Mobile Number: [REDACTED]

Please check if you are able to:

Read ☒ Yes ☐ No

Write ☒ Yes ☐ No

Case #: 221475

Statement made at (location): [REDACTED]

Date: 4/16/22 Time: 1:10 ~~am~~ p.m.

Statement Made By Above Named Person:

SHORTLY AFTER THE GLIDER LEFT THE GROUND APPROX 20 FT
THE GLIDER ~~PITCHED~~ PITCHED UP ABOVE THE TOW PLANE ABNORMALLY
HIGH THEN PITCHED DOWN APPROX 50 FT ABOVE THE
GROUND THEN BEGAN TO PITCH UP AGAIN APPROX
100 FT ABOVE THE GROUND AT THIS POINT THE
GLIDER WAS WELL ABOVE THE TOW PLANE AND
RELEASED. THE PILOT BEGAN TO ~~TURN~~ TURN TO THE
LEFT AT A BANK ANGLE OF 30° 40°. THE
NOSE OF THE GLIDE PITCHED DOWN WHILE
IN THE BANK. IT APPEARED THE PILOT LOST
ELEVATOR CONTROL ~~THE~~ THE NOSE CONTINUED
TO DROP OFF ~~THE~~ THE WINGS ~~NEVER~~ NEVER CAME
TO LEVEL FLIGHT.

Statement Made By (signature): [REDACTED]

Date: 4/16/2022

Witnessed By (signature): [REDACTED]

Witnessed By (signature): [REDACTED]

Jacksonville Sheriff's Office Statement Form



Name: Wagner Henderson
Address: [REDACTED]
City: St Augustine State: FL Zip Code: 32080
Home Number: ()
Mobile Number: [REDACTED]

Please check if you are able to:

Read ☒ Yes ☐ No

Write ☒ Yes ☐ No

Case #: 221-478

Statement made at (location): [REDACTED]

Date: 4/16/22

Time: a.m. / p.m.

Statement Made By Above Named Person:

I was the tow pilot of 147741Z towing N19KW piloted by Michael Waters. Normal takeoff utilizing wingrunner MARC Dickman. Received "Ready to launch signal" & "LAUNCH". Normal takeoff into ground effect accelerating to 70mph & beginning climb & acceleration to 80mph - noticed glider being low in the mirror then climbing rapidly to out of my view. Did not notice appreciable force (upward) on my elevator. As I began to reach for tow release heard "Released" on the radio. - However nothing noticed changing anything pulling on tail. I turned right & made radio call alerting other traffic that glider was possibly on reverse course back to Runway. Later saw (seconds later) I saw glider in the trees.

Statement Made By (signature): [REDACTED]

Date: 16 Apr 2022

Witnessed By (signature): [REDACTED]

Witnessed By (signature):

ASW 19B
19KW



Jacksonville Sheriff's Office Statement Form

Name: Johnny W. Bruce

Address: [REDACTED]

City: St. Augustine State: FL Zip Code: 32080

Home Number: [REDACTED]

Mobile Number: ()

Please check if you are able to:

Read ☒ Yes ☐ No

Write ☒ Yes ☐ No

Case #: 221475

Statement made at (location): [REDACTED]

Date: 4/16/22 Time: 0406 a.m. / (p.m.)

Statement Made By Above Named Person:

Time 1:15 P.M. 4-16-2022

Glider ASW 19B REG. N19KW

Tow Pilot - WAYNE HENDERSON

Glider Pilot MIKE WATERS

Tow Plane & Glider begin TAKE OFF AND SOON
AFTER AIRBORNE The Glider began to FLY ERATIC - Climbing
Above tow plane then decending below tow plane,
Glider PILOT RELEASED AFTER SECOND ASSENT ~~8~~, Glider
TRIED TO MAKE A 180° TURN BACK TO Field. Glider
IMPACTED GROUND AT High SPEED AND Steep Angle - of
bank.

Statement Made By (signature): [REDACTED]

Date: 4-16-2022

Witnessed By (signature): [REDACTED]

Witnessed By (signature): [REDACTED]

Jacksonville Sheriff's Office Statement Form



Name: Mark Dickman

Address: [REDACTED]

City: San State: FL

Zip Code: 32257

Home Number: () N/A

Mobile Number: [REDACTED]

Please check if you are able to:

Read ☒ Yes ☐ No

Write ☒ Yes ☐ No

Case #: 221475

Statement made at (location): [REDACTED]

Date: 4/16/22 Time: 5:55 a.m. / (p.m.)

Statement Made By Above Named Person:

I observed the a/c on takeoff. At approx 50 ft the glider pitched up (balloning) behind the tow plane. The glider flew lower for a few seconds and ballooned a second time. The pilot released from the tow plane and turned left. The glider was in a left hand turn of about 30° and a 30° nose down attitude. He was unable to pull the nose up and impacted the ground. The winds were westerly light and variable.

Statement Made By (signature): [REDACTED]

Date: 4/16/22

Witnessed By (signature): [REDACTED]

Witnessed By (signature): [REDACTED]

Jacksonville Sheriff's Office Statement Form



Name: Rick Sheen
Address: [REDACTED]
City: St. Augustine State: FL Zip Code: 32080
Home Number: ()
Mobile Number: [REDACTED]
Please check if you are able to:
Read ☒ Yes ☐ No Write ☒ Yes ☐ No

Case #: 221 475
Statement made at (location): [REDACTED]
Date: 4/16/22 Time: 15:55 a.m. / (p.m.)

Statement Made By Above Named Person:

Accident aircraft started takeoff roll behind tower plane. Accident aircraft (AA) slowly left the ground and climbed approximately 15-20 feet above the tower plane. AA then descended about 10-15 feet below the tower plane. AA once again climbed about 20 feet above tower plane. This was an abnormal takeoff, and not consistent with how the pilot normally flew.

AA, at the peak of the second climb above the tower plane, released. This was at approximately 150-200 feet just past the end of the grass runway.

AA entered a 30° left bank in an apparent attempt to return to the airport. The aircraft accelerated in a descending turn and remained in this flight condition until impact. There was no sign of a stall or spin during the final turn.

Statement Made By (signature): [REDACTED]

Date: 4/16/22

Witnessed By (signature): [REDACTED]

Witnessed By (signature): [REDACTED]

Jacksonville Sheriff's Office Statement Form



Name: STEVE BARFIELD

Address: [REDACTED]

City: JACKSONVILLE State: FL

Zip Code: 32204

Home Number: ()

Mobile Number: [REDACTED]

Please check if you are able to:

Read ☒ Yes ☐ No

Write ☒ Yes ☐ No

Case #: 221475

Statement made at (location): [REDACTED]

Date: 4/16/22

Time: 4.00 a.m. / p.m.

Statement Made By Above Named Person:

I observed Mike Watson's glider release from the tower plane, make a hard left bank turn. He continued to turn ~~thereby~~ through 180° so that he was going in the opposite direction, but stopped the turn ~~and~~ altitude in a slight nose-down attitude, carrying (in my opinion) a high rate of speed into the wooded area south of the end of runway 25.

As I was watching him I thought he would complete his turn or he could land back at the airport. After I realized this was not happening, I wondered why he did not lower his wings.

I lost sight as he entered the wooded area and he was still in a left bank.

Statement Made By (signature): [REDACTED]

Date: 4/16/22

Witnessed By (signature): [REDACTED]

Witnessed By (signature): [REDACTED]

To Whom It May Concern,

On 4-16-2022 at approximately 1:10pm, I was parked in front of hangar row T-5 watching planes takeoff and land. I observed a tow-plane and glider begin a takeoff roll in the grass (runway 25). The glider became airborne first (as they usually do) however the glider immediately climbed to an abnormal altitude prior to the tow-plane taking off. I thought that was unusual and not consistent with normal glider take-offs that I had observed in the past. The tow-plane had a normal takeoff and appeared to intercept the gliders altitude and began the climb out as normal although still low relative to the ground. As they climbed out and cleared the tree line (departure end of rwy 25) they were still relatively low (150-200 feet agl). The glider increased altitude above what would be considered normal in relation to the tow-plane. As this occurred, they disconnected, and the tow-plane turned to the right and the glider began a sharp left bank as if to return to the field. The glider crashed nose low and in heavy vegetation just before the tree line on the Southwest side of the field.

Feel free to call if you have any questions.

Regards,

William A. Barker



04/16/22 Glider report.

My name is Matthew David Starr. I was flying

N3888D callsign "Jump8" C-182A. I was flying at 10,000 feet

over KHEG on a 200° heading getting jumpers out at the time.

When I closed the door and started my descent I heard over the

Unicom the glider pilot screaming at the tower pilot. Next I saw the

glider do a 180° left turn to try and make it back to the airport.

The glider then said "I'm going down help!" I saw the glider crash

into the tree line near runway 7. The canopy was crumpled in half and the

tail was ripped off on impact. Also the left wing halfway in crumpled in half.

I continued my descent and assisted KHEG ops and emergency services find

the glider. I circled 800 AGL, right 360° over the crash sight and

continued to direct services to the crash sight. When everyone was on sight

I brake off and landed runway 29. If you have any questions my

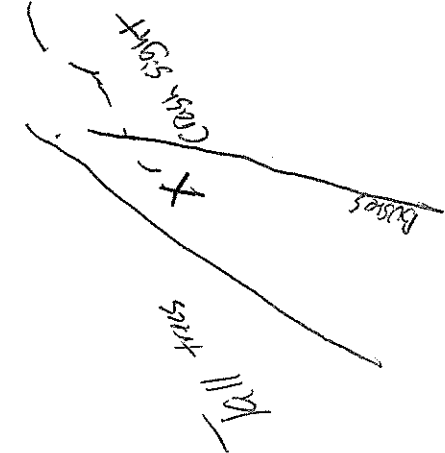
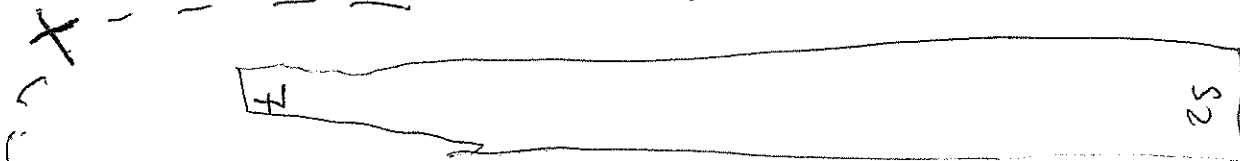
cell is

Diagram on back.

Matthew David Starr 04/16/22

Brew off and high pitch Aot
seen from glider
200' AGL
Screaming
heard.

Glider take off





NATIONAL TRANSPORTATION SAFETY BOARD

Eastern Region – Ashburn, Virginia

Memorandum of Record of Conversation

From: Matthew Starr, witness

To: Leah D. Read, NTSB

Date: April 20, 2022

In a telephone conversation, Mr. Starr stated that he was a contract pilot for the jump school based at HEG. He said he has been flying for over 10 years. On the day of the accident, Mr. Starr said he was operating his Cessna 182 directly over the airport and had just dropped off jumpers from an altitude of about 10,000 ft above ground level (agl). As he was descending through 9,000 ft agl while monitoring the airport's UNICOM frequency, he could see the tow plane and glider taking off. Mr. Starr said his airplane was equipped with a clear door and he was looking directly down on the two aircraft had a "bird's eye view" of the entire accident.

Mr. Starr said that he saw the tow plane and a glider practicing emergency tow breaks on takeoff earlier that day, and he thought that was what they were still practicing. He heard the tow plane pilot and the glider pilot do a radio check before takeoff.

Mr. Starr said that as the glider became airborne it pitched up about 30 to 40 degrees, and he could clearly see the nose of the glider. Mr. Starr said it appeared that the glider stalled and nosed over before it entered a secondary stall and pitched up again. He heard the glider pilot yelling at the tow pilot to "take it easy...something is not right" (or something to that affect) followed by the sound of the "release" mechanism. The glider then made a left "knife-edge" turn at a low altitude, about 200 ft. The glider continued in a descending left-hand turn and the left wing impacted the ground first and the tail section separated. The pilot said right before the glider hit the ground, the glider pilot said something to the affect that he was "going down."

Mr. Starr described the weather at the time of the accident as wind variable, hot and humid.