

VIRGINIA STATE POLICE

DATE: 10/7/2017  
TIME: 2:35 PM

NAME: GEORGE A. HAZELRIGG, JR. SSN: \_\_\_\_\_

DOB: [REDACTED] HM TEL#: [REDACTED] WK TEL#: \_\_\_\_\_

ADDRESS: [REDACTED], VIENNA, VA 22182

STATEMENT

I was seated at the southwest corner of the terminal building watching the tow plane and glider. Everything appeared normal when the tow plane suddenly appeared to pitch down. At that point I saw the glider release and begin a ~~turn~~ turn back toward the airport (Runway 10). The tow plane continued to pitch forward (nose down) until impact. I could not see the impact but saw smoke almost immediately. ~~My son and I~~ My son and I went to our vehicle even before the glider landed to see if we could help or even to direct fire & police. We arrived at the crash site within about 3 minutes to find the tow plane totally consumed by fire.

The tow plane appeared to be operating up to impact. It made no ~~sharp~~ abrupt maneuvers, but continued a steady pitch over with wings close to level into the ground. There was no apparent attempt to recover from the descent. I would estimate the altitude of the tow plane at the time of glider release at 300-400 ft above the ground. I would guess (a difficult guess) that it was 5-10 seconds from ~~the~~ glider release to impact.

I am a certified flight instructor in gliders with about 1,400 hours in gliders.

SIGNATURE: [REDACTED] DATE: 10/7/2017

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DATE: 10/7/17  
TIME: \_\_\_\_\_

NAME: George Hawkrigg, III SSN: \_\_\_\_\_

DOB: 3/28/72 HM TEL#: \_\_\_\_\_ WK TEL#: \_\_\_\_\_

ADDRESS: \_\_\_\_\_, Daylestown, PA. 18901

STATEMENT

From the ramp at FRR

I witnessed the ~~tow~~ aircraft towing the glider pitch over and begin a descent at approx. 25 to 30 degrees. 5-10 seconds later it impacted into the ground and produced a large thick black cloud of smoke. The glider initiated a landing and my father and I ran to the car to find the crash site. When we found the airplane it was on fire with the pilot in it, slumped in his seat.

SIGNATURE: \_\_\_\_\_ DATE: 10/7/17

VIRGINIA STATE POLICE

DATE: 10/7/2017  
TIME: 1434

NAME: Peter Ross SSN: [REDACTED]

DOB: [REDACTED] HM TEL#: [REDACTED] WK TEL#: SAME

ADDRESS: [REDACTED]

Washington, DC 20011

STATEMENT

I assisted with the glider staging & watched the tow plane take off. The glider experienced turbulence right at the take off, but nothing an instructor couldn't deal with. After gaining what looked to me under 200 ft the plane & the glider started turning right (downwind) & it became obvious that something was wrong as the pair was descending after the initial turn. As they approached the tree line, the glider released while the tow plane continued beyond where I could see it. It was ten to fifteen seconds between glider releasing and the column of smoke going up in the air. The glider was able to turn around and land on "10". I ran to the glider "gator" ATV to get the glider off the runway while rest rushed to the site of the crash. This happened around 1338. Prior to the release the glider was slightly higher than the tow plane, but it was not until that any pressure was applied on the tail of the tow plane. Wind speed was around 7-10 knots.

SIGNATURE: [REDACTED] DATE: 10/07/2017