

## Timeline Jim Gately accident

Saturday, July 6, Jim joined us for lunch at approximately 11:40 AM. We were planning to move gliders from Woodbridge (6MS1) to Harrell Field (MS08). Jim was going to relocate one of the gliders so he accompanied us to Woodbridge after lunch. We pulled the gliders out to runway 27 (4000').

The plan was to take off on runway 27 with a left turn out then depart to the East in the general direction of Harrell Field.

Bob Herndon was to launch first and we briefed that we would depart toward the East toward a cloud that looked like would have lift. He departed uneventfully in a Grob 102 (102TL) and released a couple of miles south east of Woodbridge at 2000' AGL in good lift.

I returned to Woodbridge to launch Jim in the Grob 103 (106NS). He stated that he planned to take a full tow to 3000' but didn't plan to go higher than that. His plan was to soar for a while then land at Harrell Field. The take off was at 1:15 PM and was uneventful other than being a little slow due to the glider being heavy, it was hot and high density altitude. At around 1500' AGL we hit good lift and Jim released at 2100' AGL in the same area that the 1<sup>st</sup> glider released. As I made the turn back toward Woodbridge I looked over my shoulder but didn't see the glider so I assumed he had continued East toward Harrell Field. When he released I saw him making a normal right turn in the mirror. I had no other sighting or radio contact after the release.

Other than a slightly slow climb out everything seemed normal. Jim maintained normal position during the tow. There was no indication at lunch or while we were pulling gliders out that he was not feeling well. The only discrepancy in the plans was that he released at 2100' instead of the planned 3000'. That was not unusual in good lift and he was actually a little higher than the first glider when it released. The only reason this raises a question is that more than once on the ground he stated that he planned to go to 3000' before releasing.

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