

*Oct 17 1935*

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DEPARTMENT OF COMMERCE  
BUREAU OF AIR COMMERCE  
Washington

REPORT OF THE ACCIDENT BOARD  
BUREAU OF AIR COMMERCE

Statement of probable cause concerning an accident which occurred to a privately owned airplane near Sands Point, Long Island, New York, on October 17, 1935

To the Director of Air Commerce

On October 17, 1935 at approximately 3 05 p.m. near Sands Point Long Island, New York, a privately owned airplane crashed with resultant death to the pilot and passenger and the complete destruction of the aircraft.

The airplane, a Privateer, model 1-2, was owned by the pilot and bore Department of Commerce license number NC-94K. The pilot, Harry Freedman, New York City, held a Department of Commerce private pilot's license. The passenger was James McDonald, also of New York City.

The take-off was made from Pcr. Washington seaplane base at about 2 45 p.m. after flying around that vicinity for about fifteen minutes at an altitude of approximately 200 feet, the airplane headed west and flew out over Long Island Sound. About three quarters of a mile off shore, the airplane was observed making a 90° turn to the left and losing altitude. When about 75 feet above the water, the nose of the airplane was seen to drop and the airplane struck the water, turned over and submerged completely except for the left wing tip.

An examination of the wreckage indicated that the airplane had started a spin to the right. There was nothing to indicate that there had been any failure of the aircraft or engine.

It is the opinion of the Accident Board that the probable cause of this accident was failure of the pilot to maintain proper control of the airplane and poor judgment for flying at a dangerously low altitude in violation of the Air Commerce Regulations.

Respectfully submitted,

ACCIDENT BOARD

Jesse W. Lankford, Chief, Safety Section  
(Secretary)

Richard C. Gazley, Chief Engineer  
Manufacturing Inspection Service

Jo. T. Shumate, Jr.  
Chief, General Inspection Service