

## WHY FLYERS WERE KILLED.

Investigation of the deaths of Andrew Currie, pilot-instructor, and J. B. Urquilux, student-aviator, at Venice aviation field, yesterday, led experts to believe that the machine the men were flying started on a steep spiral descent from an altitude of 3000 feet, was righted by Currie after a fall of 1200 feet, but that the machine then went into a tall spin, and fell, out of control, to 180 feet, when the motor was stopped too late for Currie to bring the machine into control. "It is my opinion," said W. D. Waterman, consulting engineer for the United States Aircraft Corporation, who was called to the scene to make an investigation, "that only one cause for the accident can be given, and that is that the student (Urquilux) in his frenzy, either overpowered the pilot or 'froze' the controls by holding them so tightly that it was impossible for Aviator Currie to bring the machine out of the fall."

The accident, which took place at 11:30 o'clock yesterday, was the first fatal mishap that has occurred on Venice aviation field. The machine Currie was using was the and was a four-cylinder type, built property of Aviator Otto Myerhoffer,

by the Martin Aeroplane Company, two years ago, and had not been used until recently. The motor was new. Mr. Waterman, the expert, said he examined the machine ten days ago and it was then in good mechanical condition, and examination of the wrecked machine showed no broken control wires or levers. Mr. Waterman said: "I have no reason to believe that the accident was due to any fault on the part of the machine or any of its parts."

Instructor Currie had been flying for three years with great success. He was 26 years old, was married and lived at 672 West Fifth-ninth place, Los Angeles. Urquilux was 25 years old, and owned valuable sheep ranches. He had been living with his wife and two children, at the corner of Alameda and Commercial streets. He desired to learn to fly a machine, and had not spent more than a total of one hour in the air when yesterday's accident took place.

The two men were undoubtedly instantly killed, Dr. C. B. Sands and Dr. I. I. Magee stated, when they viewed the bodies at the Emergency Hospital at Venice. The body of Urquilux was taken in charge by the Los Angeles undertaking firm of Godeau & Martinoni, 427 South Figueroa street.

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