

From: -----
To: -----
Subject: -----
Date: Wednesday, May 09, 2012 3:48:18 PM

Leah, here are my notes from the crash. First of all there were only seven aircraft in the formation. Since I don't have the aircraft numbered in the diagrams, I was at the left rear corner of the wedge. Dennis was at the right rear corner of the wedge. Doug was in the stinger position. When we got the command to change to the trail formation, Dennis and I were to move straight back with me taking a trail position directly behind Doug and Dennis taking a trail position directly behind me. If this isn't all too confusing maybe you will have more questions after getting this email.
Chuck Scott

Sent from my iPad

Begin forwarded message:

From: Chuck Scott -----
Date: May 9, 2012-----
To: "Chuck Scott Sr."-----
Subject: Crash

Freedom Flight

Mid air on Aug. 13th 2011 @ about 1130. We were changing formation from a 6 plane wedge with stinger to a diamond with 3 stingers.

Wedge.	¥.	Trail.	¥
	¥. ¥		¥. ¥
	¥. ¥. ¥.		¥
	¥.		¥
			¥
			¥

1. Deuce
2. Wheel
3. Thud
4. Ghost absent

5. Hacksaw
6. Coyote
7. Wrench
8. Doug

In going from the Wedge to trail, the two wingman were to move from left and right wingman to a trail position. Left wingman #6 was to take trail on #8 and right wingman #7 was to take trail position on #6. As #6 I began moving back to take position on #8 while keeping an eye on #7 to make sure he left enough room for me since we had briefed that #7 would take a position behind me in trail. As #7 wasn't moving back for me to get in trail behind #8 I assumed he thought he was supposed to be in trail behind #8. I waited for him to get in position and then I planned to take a trail position on him. We could sort out the mistake in the debrief.

As #7 moved back to take trail position I couldn't see how much nose to tail separation he had behind #8 and as he started to climb I realized he didn't have enough. I would estimate that this all took place in a matter of 3-5 seconds. As #7 climbed up into #8 I saw the right main wheel of #7 impact the top of #8 canopy. Immediately there was debris fire and smoke coming from the two aircraft. Since I was immediately behind them I broke hard right through the smoke and assumed and assumed a position about 30 feet right and abeam the two aircraft. #7 was on top of #8 with fire streaming from the right side of #8. I transmitted on "Mayday,mayday,mayday" on the radio and that there had been a midair between Dennis and Doug. #7 Dennis separated and gradually nosed over and impacted the ground at about a 60 degree angle. #8 continued to fly but in a gradual descent. I continued to orbit the crash site and watched as #8 landed his aircraft in a very small pasture. I flew over him and reported on the radio that he had successfully landed and climbed out of the airplane.

I asked for someone to check my aircraft because I

was concerned that I had flown through the debris path and may have sustained damage to my aircraft. #3 came down and checked me reporting he could see no damage. We continued in trail formation over the crash site while one aircraft coordinated with Lone Star tower. We stayed on scene until a fire truck arrived and at that time returned to Lone Star airport with five aircraft and landed.

Sent from my iPhone

Sent from my iPad