

Adopted: January 3, 1944

File No. 2879-43

REPORT OF THE CIVIL AERONAUTICS BOARD  
on the  
Investigation of an Accident Involving Aircraft  
During a Local Pleasure Flight

Pilot Kyle Andrews Warren and his 14-year old brother, William Fry Warren, were fatally injured in an accident which occurred approximately 25 miles northeast of the Silver Lake, California Airport on July 18, 1943. The hour of the accident was not determined. The pilot held a private pilot certificate with a Class 1 land rating and had accumulated about 172 hours of solo flight time, all in the type of airplane involved. The aircraft, a Piper J3L, NC 26117, owned by Floyd Ramond Martin and Joseph George Hager, was demolished.

Pilot Warren secured clearance for a one-hour pleasure flight, and, accompanied by his brother, William, took off from the Silver Lake Airport at approximately 5:35 p.m. on July 18 with enough fuel to last about 2½ hours. When the flight failed to return at dark, the CAA radio station at the subject airport was notified and a search was begun. Approximately 40½ hours later the wrecked aircraft was located in a rocky, sagebrush-covered prairie about 25 miles northeast of the Silver Lake Airport.

Examination of the wreckage and marks on the ground indicated that the plane had struck on the left wing and the left side of the engine in so nearly a vertical attitude that it came to rest at the original point of impact. It was so completely disintegrated that little could be determined as to the circumstances just prior to the crash, except that the aircraft was probably not in a conventional spin because the force of impact was too great. The controls and their connecting cables were in place and accounted for, which indicated that there was no failure of any part of the control system prior to the accident. Investigation revealed that there had been a considerable supply of gasoline at the time of impact. The forward control stick was not connected. The surrounding terrain was such that a successful emergency landing could have been made in any one of several level washed flats in that vicinity.

Parachutes had been offered the pilot before he took off but he stated that he had no intention of performing acrobatic maneuvers and, therefore, would not need them. The weather was ideal for flying and is not considered to have been a contributing factor.

The probable cause of this accident was not determined.

BY THE BOARD

/s/ Fred A. Toombs  
Secretary