

Adopted: January 10, 1944

File No. 3050-43

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

Instructor Robert Victor Haidvogel and his student, Robert J. Avila, were fatally injured in an accident which occurred approximately 10 miles southwest of Sky Harbor Airport, Phoenix, Arizona, between 8:00 and 8:30 a.m. on July 19, 1943. Haidvogel, employed by the Marsh and Franklin Flying Service, held a student pilot certificate and was rated as a War Training Service apprentice instructor. He had accumulated about 242 hours of solo flight time, approximately 175 of which were in the type of aircraft involved. Student Avila, a War Training Service trainee, was taking his second lesson in the 10-hour Army indoctrination course. The aircraft, an Interstate Cadet S-1A, NC 37227, owned by the Defense Plant Corporation, Washington, D. C., was demolished.

Haidvogel and Avila, equipped with parachutes, took off from the Sky Harbor Airport about 7:45 a.m. for a 45-minute dual instruction flight. They were observed to leave the airport and fly toward their assigned practice area southwest of the airport, but apparently were not seen thereafter. When the flight failed to return at the scheduled time, a search was begun and the aircraft was located about 10:45 a.m. resting in a nearly vertical position on its nose in a drainage canal. The landing gear was almost completely severed from the fuselage, apparently by contact with the side of the canal, and the engine was submerged in about one foot of water.

Examination of the wreckage revealed no evidence of failure of any part of the aircraft prior to the accident. The manner in which the propeller was broken indicated that little or no power was being developed at the time of impact. There was sufficient fuel for continued flight. Weather conditions were suitable for contact flying and had no bearing on the accident. The surrounding terrain was not suitable for a safe landing. The maneuvers scheduled to be practiced were straight and level flight, climbing turns, and turns in glides.

Although Haidvogel held only a student pilot certificate, he was acting as an apprentice instructor under special provisions of the CAA War Training Service, and had given approximately 88 hours of instruction to trainees.

This accident was due to loss of control of the aircraft for reasons not determined.

BY THE BOARD

/s/ Fred A. Teombs
Secretary