

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

Instructor Everett Morgan Evans was seriously injured and his student, John Kenneth Porsolt, received minor injuries in an accident which occurred approximately $3\frac{1}{2}$ miles north of Pocatello, Idaho, about 2 30 p.m. on September 13, 1943. Evans held a commercial pilot certificate with single-engine land, 0-80 h.p., and flight instructor ratings. He had flown approximately 315 hours, about 200 of which were in the type airplane involved. Porsolt was a War Training Service Naval trainee and was receiving his fifth instruction flight. The aircraft, a Taylorcraft BL-65, NC 24012, owned by the Defense Plant Corporation and being operated by the Bennett Flying Service, was demolished.

Evans and Porsolt took off from the Pocatello Municipal Airport about 2 10 p.m. on a local instruction flight. After practicing elementary maneuvers, they proceeded to an auxiliary field approximately 5 miles northeast of the airport, where the instructor proceeded to demonstrate to his student a 180° approach for landing. The auxiliary field selected had an east-west runway one-half mile long, and was located on tableland about 75 feet above the level of Snake River Valley. During the approach to land, the instructor overshot badly, the wheels touching the ground approximately 100 feet from the far (west) end of the field. Power was applied to resume flight but the engine failed to respond immediately. However, the plane had sufficient speed to remain airborne until it had passed the brow of the tableland, but it struck a power line about 60 feet below the level and 1200 feet beyond the end of the auxiliary field. The force of impact tore the wires loose from the supporting poles for a distance of approximately three-quarters of a mile and dragged them to a point some 500 feet beyond, where the plane crashed to the ground nose-first in a potato field.

The manner in which the propeller was broken indicated that little power was being developed at the time the plane struck the ground. The instructor had frequently used and was familiar with this auxiliary field and the terrain adjoining it, including the power lines. He stated that when the engine failed to respond to the throttle, he planned a forced landing in the potato field. This field was ridged, vine-covered, and soft and Evans used questionable judgment in selecting it as another field, only slightly to his left, was much better for a landing and was within easy reach.

While the instructor exhibited poor judgment and faulty technique in carrying the landing to a point which required immediate resumption of flight after he had overshot the field, the direct cause of the accident was his failure to clear an avoidable obstruction of which he was aware.

BY THE BOARD

/s/ Fred A. Toombs
Secretary