

Adopted: July 28, 1944

File No. 5365-43

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

An accident which occurred near the Jackman Airport, Jackman, Maine, at 9:30 a.m. on November 27, 1943, resulted in serious injuries to the pilot, William Henry Turgeon, and minor injury to his passenger, Howard Wilson. Turgeon held a commercial pilot certificate with single-engine land and sea, 0-390 h.p. ratings. He had flown approximately 4500 solo hours, around 2000 of which were in the type aircraft involved. Wilson, a State game warden, was not certificated as an airman. The aircraft, a Piper J5A, NC 33284, owned by the State of Maine, Department of Inland Fisheries and Game, received extensive damage.

Pilot Turgeon and Game Warden Wilson prepared for a cross-country patrol flight from the Jackman Airport for the purpose of searching for lost persons. After warming the engine the pilot taxied the plane to the end of the field and back to improve the take-off track and to remove snow from and smooth the skis. He then took off and when the plane had reached an altitude of about 20 feet, at a point near the end of the field, the engine stopped. There was not sufficient altitude to clear a ravine directly ahead and the aircraft crashed into the embankment.

Examination of the engine revealed no definite cause for stoppage. Water was found in the bowl of the carburetor, which had broken off and was buried in the snow; however, it is believed that this was a result of melted snow, since there was no water in the gascolator. The airport was blanketed with about 18 inches of snow and while it is probable that the engine picked up snow in the carburetor intake during the take-off, experience indicates that a considerable amount of snow can be taken into the engine in this manner without causing it to misfire. The engine was refueled to capacity in below freezing temperature just before this flight. It is possible that the fuel cap vent became obstructed by ice and caused a stoppage in the fuel flow.

The probable cause of this accident was engine stoppage during take-off over terrain unsuitable for a landing.

BY THE BOARD

/s/ Fred A. Tombs
Secretary