

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

An accident which occurred near the Boundary, Alaska Airport about 12:30 p.m. on December 8, 1943, resulted in fatal injuries to William Arnold Hautala and Roswell Mason Hylton. Hautala, the pilot, held a commercial pilot certificate with a single-engine land, 0-370 h.p. rating. He had flown approximately 1503 solo hours, about 583 of which were in the type of aircraft involved. Hylton, who accompanied Hautala as an observer, held a commercial pilot certificate with single-engine land, 0-330 h.p., and instrument ratings. Both pilots were employed by Wien Alaska Airlines, Inc., of Fairbanks. The aircraft, a Cessna C-165, NC 25484, owned by Wien Alaska Airlines, was demolished.

Due to the unavailability of an air safety investigator of the Civil Aeronautics Board in the Territory of Alaska, an investigation at the scene of the accident was conducted by a Civil Aeronautics Administration inspector. Accordingly, from the information furnished by the Civil Aeronautics Administration, which included statements of witnesses, the Board now makes its report as follows:

Hautala and Hylton took off from the Fairbanks Airport on the morning of December 8 on an air-freight flight to Eagle, Alaska, 192 miles east of Fairbanks. On their return trip they were to search for an unreported Alaska Airlines pilot, John E. Lynn, who had left Fairbanks on December 3 in a Bellanca aircraft. About 12:30 p.m. on December 8, Lynn, who had damaged the skis of his plane while landing on thin snow at the Boundary Airport and was awaiting more favorable take-off conditions, and another witness observed Hautala and Hylton approaching Boundary Airport from the west. Lynn, by the use of strips placed upon the snow, endeavored to warn Hautala not to land because of the field conditions. Hautala descended to about 200 feet and, with the engine at reduced throttle, circled the field to the left at a noticeably slow airspeed. Immediately after crossing the east side of the field and while headed north in a left bank of approximately 30°, the plane was stalled. It fell off to the left, disappeared behind a ridge and crashed left wing first on a sloping hillside about 200 feet below the level of the east-west runway.

Lynn had been unable to establish radio contact since his landing at Boundary and on December 11, after three days had elapsed without word as to the whereabouts of either of the two planes, the Operations Manager of Alaska Airlines departed from Fairbanks to search for them. Upon his arrival at Boundary he observed the Bellanca on the ground and in landing nearby, damaged the skis of his plane due to the thinness of the snow. When he learned of the accident involving Hautala and Hylton he established radio contact and reported the accident to Fairbanks. Due to continued unfavorable take-off conditions neither he nor Lynn was able to return to Fairbanks until December 17, and a CAA inspector was unable to reach the scene of the accident until December 21.

Investigation revealed nothing to indicate failure of any part of the aircraft prior to impact. Both witnesses stated that the engine and aircraft appeared to be functioning normally and that weather conditions were ideal for flying (ceiling and visibility unlimited, temperature about 10°F, wind southwest approximately 5 m.p.h.).

This accident was apparently due to faulty piloting technique which resulted in a stall at low altitude.

BY THE BOARD

/s/ Fred A. Iconbs
Secretary