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

An accident which occurred approximately 6 miles west of Hinckley Field, Ogden, Utah, about 11:55 a.m., on December 8, 1943, resulted in serious injury to Instructor Hyrum Charles Deloney and minor injury to his student, Frank Gandolpho Concialdi. Deloney, age 27, held a commercial pilot certificate with single-engine land, 0-330 h.p., and flight instructor ratings. Student Concialdi was enrolled in the CAA War Training Service Navy intermediate course. The aircraft, a Piper J3C-65, NC 35948, owned by the Defense Plant Corporation and being operated by Utah Pacific Airways, Inc., was demolished.

Deloney and Concialdi took off from Hinckley Field at approximately 11:15 a.m. on the student's final check flight prior to graduation. According to Concialdi, they proceeded to the assigned practice area, completed the high sequence maneuvers required and had descended to an altitude of about 1000 feet when the instructor called for a simulated forced landing. The student stated that he assumed a normal glide toward a small field, made a gentle 180° turn and was at altitude of around 200 feet, near the end of the field, when the instructor said, "Okay" and took over the controls, however, when the instructor opened the throttle the engine failed to respond, and he (the instructor) then made a very steep right turn during which the right wing tip struck the ground and the plane crashed.

Examination of the wreckage revealed no failure of any part of the aircraft prior to the accident. The condition of the propeller indicated that power was not being developed at the time of impact. The instructor stated that he was unable to remember anything pertaining to the accident. It is believed that after completing the high sequence maneuvers and during the subsequent glide the engine was permitted to cool to the extent that when the throttle was opened after the simulated forced landing the engine failed to respond. If, as stated by the student, the plane had been at 200 feet when the engine failed to respond there would have been no necessity for a turn as there were good fields available ahead. It appears that the plane was close to the ground when the instructor took over and that the turn was made to avoid collision with a power line in the flight path.

The probable cause of this accident was poor judgment and carelessness on the part of the instructor in not requiring the student to keep the engine properly cleared during a prolonged glide, and in allowing him to continue a "simulated forced landing" to a point from which a safe emergency landing could not be effected.

BY THE BOARD

/s/ Fred L. Combs
Secretary