

Adopted: March 17, 1944

File No. 3350-43

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

Student Pilots Lowrey Clayton Woosley and LaRoy Harlow Brown were seriously injured in an accident which occurred near MacArthur Field, Hollywood, Florida, at approximately 7:00 p.m. on July 17, 1943. Woosley held a student pilot certificate and had flown approximately 15 dual and 8 solo hours. Brown also held a student pilot certificate, and had accumulated approximately 140 hours of solo flight time. The aircraft, a Piper J3F-65, NC 40954, owned by Charles F. Barnes, was extensively damaged.

Woosley taxied toward the runway to a point about 400 feet from the clearance office, where he picked up Brown, who entered the forward cockpit, and Woosley took off. After making several turns they landed and without rolling to a stop, immediately took off again. At an altitude estimated to have been from 100 to 200 feet, the engine sputtered, following which the plane was stalled. It fell off and struck the ground nose-first at a steep angle.

Examination revealed water and dirt on the gascolator which probably interfered with the flow of fuel. Dual controls were connected and operative.

Student Pilots Woosley and Brown had little knowledge of each others' flying ability. From their vague and conflicting statements, it could not be determined who was flying the airplane when the crash occurred. Woosley stated that after he had made his first landing he had plenty of runway left and decided to make another flight; that he took off again and at approximately 200 feet the engine stalled. He explained how he could not land straight ahead due to the trees so he attempted to turn back to the field. During the turn he stalled the airplane and it went into a spin. Partial recovery was made from the spin, he said, and "the ship made contact with the ground in a diving attitude of about 65 degrees." Student Brown stated, "At about 100 to 125 feet the engine sputtered and quit." He explained further, however, that the engine did not stop completely, but was still running and sputtering and that he turned around to see what Woosley was doing about it. He said that Woosley "threw up his hands to show that he wanted me to take over the controls. At this time the ship had almost completely stalled. In front of me were very tall stumps. The ship started to spin to the left. I reversed my controls but they were ineffective. I streamlined my controls to gain airspeed as quick as possible. As we approached the ground very rapidly my controls just began to take effect when we hit the earth." A qualified witness from the ground stated he "saw the Piper come up at the far end of the runway in a steep climbing turn to the left. A second later the ship fell off to the left headed back towards the runway."

It is apparent that this accident was due to poor judgment of two student pilots in flying together and very poor technique in their attempt to effect recovery from a stall following partial engine stoppage almost immediately after take-off.

BY THE BOARD

/s/ Fred A. Toombs
Secretary