

Adopted: March 21, 1944

File No. 3250-43

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

Instructor Lynn Whitson Dobbs and his student, Lund Cook Stocki, were fatally injured in an accident which occurred approximately 6 miles southwest of Dagley Field, Lubbock, Texas, about 2:40 p.m. on August 3, 1943. Dobbs held a commercial pilot certificate with single-engine land, 0-80 h.p., and flight instructor ratings. He had flown approximately 928 hours, 37 of which were in the type aircraft involved. Stocki was a War Training Service trainee in the Army 10-hour indoctrination course. The aircraft, a Taylorcraft 12A, U. S. Army identification number 42-36066, was demolished. It was owned by the Army and was being operated by the Clint Breedlove Aerial Service, Lubbock, Texas, on a War Training Service contract.

Instructor Dobbs and Student Stocki took off from Dagley Field about 2:15 p.m. Around 25 minutes later the aircraft was seen to make two circles around a farmhouse about 6 miles southwest of Lubbock at an altitude estimated to have been between 200 and 300 feet. The pilot then proceeded northwest approximately 1/2 mile, made a 180° turn to the left, and headed back toward the house he had been circling. At a point about 1/4 mile from the house the plane was stalled and fell off into a left spin. It crashed nose-first in an almost vertical position.

Examination of the wreckage revealed no evidence of failure of any part of the aircraft prior to the accident. The manner in which the wooden propeller was broken indicated that little or no power was being developed at the time of impact. A witness stated that the engine seemed to be operating normally when the airplane circled the house but that it was throttled back just before the spin, that recovery from the spin was nearing completion when the plane fell off again and struck the ground. There was sufficient fuel for continued flight. Weather conditions were suitable for flying; the wind was southwest 6 m.p.h. and turbulent, temperature 109°. The terrain in the vicinity of the accident was suitable for a safe forced landing. The subject flight occurred in the fifth hour of instruction, at which time the student is given a check flight by another instructor.

The probable cause of this accident was an inadvertent stall and spin at a low altitude from which complete recovery was not effected.

BY THE BOARD

/s/ Fred A. Toombs
Secretary