

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

An accident which occurred at the Atlanta Airport, Atlanta, Georgia, about 5 25 p.m. on October 9, 1943, resulted in serious injuries to Pilot Herman Armin Maier and minor injuries to his passenger, Bobbie Lee Mullis. Maier held a private pilot certificate with a single-engine land, 0-80 h.p. rating. He had flown approximately 215 solo hours, about 180 of which were in the type plane involved. Mullis held a commercial pilot certificate with single-engine land, 0-315 h.p., and instrument ratings. He had accumulated approximately 1000 hours of solo flight time. The aircraft, a Luscombe 8, NC 22003, owned by Herman Armin Maier, Jr., was demolished.

Maier secured clearance for a cross-country pleasure flight from Atlanta to Griffin, Georgia, and, accompanied by Mullis, started his take-off run at 5 25 p.m. into a northwest wind of 13 m.p.h. After traveling a distance of from 150 to 200 feet along the runway, the airplane left the ground in an extremely steep climb to an altitude of about 25 feet where it was stalled and fell off to the left. It struck the ground on the left wing, then cart-wheeled onto its nose and stopped in an inverted position.

The pilot stated that after opening the throttle for take-off, he "shoved the control stick all the way forward but the tail would not lift." Examination of the wreckage revealed no indication of failure of any part of the aircraft prior to impact. There was no engine failure. Dual controls were installed and operative. An aeronautical inspector, who witnessed the accident while seated in an airplane some 300 feet from the point of impact, stated that the Luscombe took off at an angle of approximately 45°, after a run of about 200 feet, and was stalled at an altitude of around 25 feet.

A study of Maier's pilot history revealed that he flew at infrequent intervals and for short periods of time. Due mainly to lack of coordination he was required to take several flight tests for a private pilot certificate before he was finally approved.

This accident was apparently due to poor piloting technique which resulted in a stall on take-off.

BY THE BOARD

/s/ Fred L. Toombs  
Secretary