

Adopted June 23, 1944

File No. 4771-43

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

Instructor Rupert Thomas Newman was seriously injured and his student, James J. A. Wall, received minor injuries in an accident which occurred near Breedlove Commercial Field No. 2, Lubbock, Texas, about 4:10 p.m. on October 29, 1943. Newman held a commercial pilot certificate with single-engine land, 0-220 h.p. rating, and was designated as a War Training Service apprentice instructor. He had flown approximately 75 solo hours, 60 of which were in the type aircraft involved. Wall was a War Training Service trainee in the Army indoctrination course. The aircraft, a Taylorcraft L2A, Army No. 42-35959, owned by the Defense Plant Corporation, was extensively damaged.

Newman and Wall took off from Breedlove Field No. 2 shortly after 4:00 p.m. on a routine instruction flight. The take-off was made into a southwest wind of from 15 to 20 m.p.h. When an altitude of about 600 feet had been reached, the engine started missing and losing power. Although there were many suitable landing areas in the vicinity, the instructor elected to return to the airport and made a wide, shallow 180° turn to the left, during which the aircraft settled rapidly. Realizing he could not clear a telephone line along the east boundary of the field, Newman then attempted a right turn toward a cottonfield east of the airport. He stalled the plane about 10 feet above the ground and crashed.

Examination of the engine revealed three badly fouled spark plugs, apparently due to worn or defective piston rings. The engine had misfired when it was tested prior to take-off but after a mechanic had cleaned one spark plug and had replaced another with a new one, the engine was again revved up and appeared to be functioning normally.

While partial engine failure was a contributing factor to this accident, the direct cause was the instructor's poor judgment in attempting to return to the airport instead of landing on suitable terrain ahead.

BY THE BOARD

/s/ Fred L. Toombs  
Secretary