		NTSB ID: ATL03LA113		Aircraft Registration Number: N8125R	
		Occurrence Date: 06/30/2003		Most Critical Injury: Fatal	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Gadsden		State AL	Zip Code 35901	Local Time 1533	Time Zone CDT
Airport Proximity: On Airport		Distance From Landing Facility: 0.2		Direction From Airport: 30	
Aircraft Information Summary					
Aircraft Manufacturer Aero Vodochody Aero Works		Model/Series L39C		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On June 30, 2003, at 1533 central daylight time, an Aero Vodochody L39C experimental jet airplane, N8125R, registered to Jet Team LLC and operated by the commercial pilot, lost engine power, and collided with the ground during takeoff from Gadsden Municipal Airport, Gadsden, Alabama. The personal flight was operated under the provisions of Title 14 CFR Part 91 with an instrument flight plan filed. Instrument meteorological conditions prevailed. The pilot ejected from the airplane and received fatal injuries, and the airplane was destroyed by post-impact fire. The flight was originating from Gadsden, Alabama, at the time of the accident on June 30, 2003.</p> <p>The flight was departing runway 6 en route to Muskegon, Michigan, where the airplane is based. A witness at the airport reported the airplane had arrived the previous day and the pilot and airplane participated in media interviews the day of the accident. The airplane received no maintenance at the airport facilities. Witnesses reported heavy rain and thunderstorms arriving in the area near the time of departure, and a brief period of heavy rain occurred during the startup and taxi of the jet. A witness in a parking lot adjacent to the runway watched the airplane's takeoff roll and stated he saw what looked like birds or debris in the air around the airplane as soon as it lifted off the runway. He then heard a "thump, thump" noise, followed by engine whining. The witness reported the airplane continued airborne, appeared to struggle back and forth, then it veered left and descended. The witness estimated the airplane was at an approximate 90-degree angle and no more than 50 feet above the ground when the pilot ejected. The airplane then collided with the ground and caught fire, and the witness and others rushed to the site to help.</p> <p>Examination of the accident site found the fire-damaged airplane in a grassy area north of runway 6, approximately 300 to 400 yards from the east end of the runway. Portions of the fuselage and wings were consumed by fire. The ejection seat was found approximately 200 to 300 feet north of the airplane. The seat parachute was deployed and the parachute canopy was not open. Examination of the runway revealed a fabric briefcase, numerous papers, and other objects that had been stowed in the nose compartment of the airplane were found on the runway near the point where the airplane rotated.</p> <p>The upper portion of the nose compartment and the left and right access panels for the nose compartment were found separated on the ground. The left access panel for the nose compartment was found separated from the airframe with the upper hinges absent. The left panel displayed fire damage and extensive crush deformation with the fasteners on the panel lower edge attached. The right access panel for the nose compartment was found attached at the upper hinges to the upper nose compartment structure. The right panel and nose compartment structure displayed no fire damage and exhibited minor bending deformation and scratches in the paint. The fasteners on the right panel lower edge were absent.</p> <p>The Gadsden Municipal Airport automated weather observation system reported at 1535 winds were from 210 degrees at 10 knots, visibility 5 statute miles with thunderstorms, ceilings broken at 100 feet above ground level, broken at 900 feet above ground level, and overcast at 2,700 feet above ground</p>					
FACTUAL REPORT - AVIATION					
Page 1					

National Transportation Safety Board

FACTUAL REPORT

AVIATION

SAFETY BOARD

NTSB ID: ATLO3LA113

Occurrence Date: 06/30/2003


Occurrence Type: Accident


Narrative (Continued)

level. The report contained remarks as follows: lightning distant in the east, thunderstorms began at 1527.

According to a chart published by Czech Jet, for single-seat ejection from the aircraft, the lowest minimum altitude for ejection with 90 degrees of bank is approximately 1,100 feet above the ground, and the lowest minimum altitude for ejection with zero degrees of bank is less than zero feet above the ground.

Forensic toxicology was performed on specimens from the pilot by the Federal Aviation Administration Bioaeronautical Sciences Research Laboratory, Oklahoma City, Oklahoma. The report stated no carbon monoxide, no cyanide, and no ethanol were detected in the blood. The report stated 0.259 (ug/mL, ug/g) fluoxetine was detected in the blood, fluoxetine was present in the urine, 0.397 (ug/mL, ug/g) norfluoxetine was detected in the blood, and norfluoxetine was present in the urine.

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>		NTSB ID: ATL03LA113			
		Occurrence Date: 06/30/2003			
		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
Gadsden Municipal	KGAD	569 Ft. MSL	6	6803	150
Runway Surface Type: Asphalt					
Runway Surface Condition: Wet					
Type Instrument Approach: NONE					
VFR Approach/Landing: Forced Landing					
Aircraft Information					
Aircraft Manufacturer		Model/Series		Serial Number	
Aero Vodochody Aero Works		L39C		332449	
Airworthiness Certificate(s): Experimental (Special)					
Landing Gear Type: Retractable - Tricycle					
Homebuilt Aircraft? No	Number of Seats: 2	Certified Max Gross Wt.	10400 LBS	Number of Engines: 1	
Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:		
Turbo Fan	Ivchenko	AI-25 TL	3780 LBS		
- Aircraft Inspection Information					
Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection	Airframe Total Time		
Conditional	06/05/2003	Hours	933 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? Yes	ELT Operated? No	ELT Aided in Locating Accident Site? No			
Owner/Operator Information					
Registered Aircraft Owner		Street Address			
Jet Team LLC		4029 Braeburn Drive			
		City	State	Zip Code	
		Muskegon	MI	49441	
Operator of Aircraft		Street Address			
Elmo Eugene Hahn III		Same as Reg'd Aircraft Owner			
		City	State	Zip Code	
Operator Does Business As:			Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:					
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Personal					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: ATL03LA113
	Occurrence Date: 06/30/2003
	Occurrence Type: Accident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 54
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Sex: M	Seat Occupied: Front	Principal Profession:	Certificate Number: On File
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Certificate(s): Commercial

Airplane Rating(s): Multi-engine Land; Single-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): None

Type Rating/Endorsement for Accident/Incident Aircraft?	Current Biennial Flight Review?
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Medical Cert.: Class 2	Medical Cert. Status: With Waivers/Limitations	Date of Last Medical Exam: 06/16/2003
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	3813	654								
Pilot In Command(PIC)										
Instructor										
Last 90 Days	49									
Last 30 Days										
Last 24 Hours										

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? Yes	Second Pilot? No
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Flight Plan/Itinerary

Type of Flight Plan Filed: IFR

Departure Point Same as Accident/Incident Location	State	Airport Identifier KGAD	Departure Time 1533	Time Zone CDT
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Destination Muskegon	State MI	Airport Identifier KMKG	
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Type of Clearance: IFR

Type of Airspace: Class G

Weather Information

Source of Briefing: Unknown

Method of Briefing: Unknown

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: ATL03LA113
	Occurrence Date: 06/30/2003
	Occurrence Type: Accident

Weather Information

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
KGAD	1535	CDT	569 Ft. MSL	0 NM	240 Deg. Mag.

Sky/Lowest Cloud Condition:	Ft. AGL	Condition of Light: Day
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Lowest Ceiling: Broken	100 Ft. AGL	Visibility: 5	SM	Altimeter: 30.21	"Hg
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Temperature: 23 °C	Dew Point: 21 °C	Wind Direction: 210	Density Altitude: 1622	Ft.
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Wind Speed: 10	Gusts:	Weather Conditions at Accident Site: Instrument Conditions
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Visibility (RVR):	Ft.	Visibility (RVV)	SM	Intensity of Precipitation:
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Restrictions to Visibility:

Type of Precipitation:

Accident Information

Aircraft Damage:	Aircraft Fire:	Aircraft Explosion
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Classification:

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot	1				1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -	1				1
Other Ground					
- GRAND TOTAL -	1				1

National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: ATL03LA113

Occurrence Date: 06/30/2003

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

Phil Powell

Additional Persons Participating in This Accident/Incident Investigation:

Jack E Clark
Air Safety Inspector
Birmingham FSDO - 09
1500 Urban Center Dr
Birmingham, AL 35242