

National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 07/29/2004

ATL03LA113
File No. 15816 06/30/2003 Gadsden, AL Aircraft Reg No. N8125R Time (Local): 15:33 CDT

Make/Model:	Aero Vodochody Aero Works / L39C	Fatal	0	Serious	0	Minor/None	0
Engine Make/Model:	Ivchenko / AI-25 TL	Crew	1				
Aircraft Damage:	Destroyed	Pass	0		0		0
Number of Engines:	1						
Operating Certificate(s):	None						
Type of Flight Operation:	Personal						
Reg. Flight Conducted Under:	Part 91: General Aviation						

Last Depart. Point:	Same as Accident/Incident Location	Condition of Light:	Day
Destination:	Muskegon, MI	Weather Info Src:	Weather Observation Facility
Airport Proximity:	On Airport	Basic Weather:	Instrument Conditions
Airport Name:	Gadsden Municipal	Lowest Ceiling:	100 Ft. AGL, Broken
Runway Identification:	6	Visibility:	5.00 SM
Runway Length/Width (Ft):	6803 / 150	Wind Dir/Speed:	210 / 010 Kts
Runway Surface:	Asphalt	Temperature (°C):	23
Runway Surface Condition:	Wet	Obstr to Vision:	
		Precipitation:	

Pilot-in-Command Age: 54

Flight Time (Hours)

Certificate(s)/Rating(s)
Commercial; Multi-engine Land; Single-engine Land
Instrument Ratings
Airplane

Total All Aircraft: 3813
Last 90 Days: 49
Total Make/Model: 654
Total Instrument Time: UnK/Nr

The flight was departing with heavy rain and thunderstorms in the vicinity. During takeoff roll, a witness observed debris in the air around the airplane as soon as it lifted off the runway, then heard two "thump" noises from the engine followed by engine whining. The airplane continued airborne, then veered left and descended. The airplane rolled approximately 90 degrees, and the pilot ejected. Objects that had been stowed in the nose compartment of the airplane were found on the runway near the point where the airplane rotated. 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. 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.

Brief of Accident (Continued)

ATL03LA113
File No. 15816 06/30/2003 Gadsden, AL Aircraft Reg No. N8125R Time (Local): 15:33 CDT

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) TURBINE ASSEMBLY - FOREIGN OBJECT DAMAGE
 2. (F) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. (F) DOOR,CARGO/BAGGAGE - NOT SECURED
 4. CARGO/BAGGAGE - INGESTED
-

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Occurrence #3: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 6. BAIL-OUT/EMERGENCY EJECTION - PERFORMED - PILOT IN COMMAND
-

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

7. TERRAIN CONDITION - GROUND

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
The loss of engine power during takeoff due to foreign object damage, which resulted in an in-flight collision with terrain during forced landing. Factors were the pilot's inadequate preflight inspection of the airplane, his failure to secure the cargo/baggage door, and his failure to maintain control of the airplane prior to ejecting from the airplane.