

National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 01/24/2005

NYC03FA180 File No. 17202	08/24/2003	Forest Hill, MD	Aircraft Reg No. N298RD	Time (Local): 11:15 EDT	
Make/Model: Aero Vodochody / L-39ZO			Fatal	Serious	Minor/None
Engine Make/Model: Aerotechnik / AI-25TL			Crew 1	0	0
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: Baltimore, MD	Condition of Light: Day
Destination: Local Flight	Weather Info Src: Weather Observation Facility
Airport Proximity: Off Airport/Airstrip	Basic Weather: Visual Conditions
	Lowest Ceiling: None
	Visibility: 10.00 SM
	Wind Dir/Speed: Calm
	Temperature (°C): 24
	Obstr to Vision: None
	Precipitation: None

Pilot-in-Command	Age: 64	Flight Time (Hours)
Certificate(s)/Rating(s)		Total All Aircraft: 6950
Commercial; Multi-engine Land; Single-engine Land; Helicopter		Last 90 Days: Unk/Nr
Instrument Ratings		Total Make/Model: 25
Airplane		Total Instrument Time: UnK/Nr

Several witnesses observed the airplane approach the airpark, proceed over the runway low level, and initiate a go-around. During the go-around, the airplane pitched upwards and began to lose velocity. At the peak of the airplane's accent, the airplane stalled, nosed over, and descended towards the ground. The airplane impacted the southwest corner of a 3-story residential home, located about 1/2-mile west of the airpark, and subsequently impacted the ground, where a post crash fire ensued. Examination of the engine's fuel control revealed that the throttle arm was in the full power position. Examination of the cockpit area revealed that the engine tachometer needles were observed at "28 percent" for N1, and "56 percent" for N2. The fuel pressure needle was observed at its normal pressure reading for a high power setting, and the oil pressure needle and oil temperature gages were observed at a position consistent with the engine developing power. According to the airplanes Flight Training manual, the time required for the engine to accelerate from a low engine speed to high engine speed (idle to max power), was approximately 9 to 12 seconds. The pilot had accumulated about 25 hours of total flight experience in the L-39. The pilot had been informed in the past by the manager of the airplane to maintain 75 percent rpm or better while landing, in the event that a go-around had to be executed. The manager accentuated to the pilot that he needed to be aware that the engine took close to 12 seconds to spool up, and having the extra power lessened the engines response time in the event of a go-around. No pre-impact abnormalities with the airframe or powerplant were observed.

Brief of Accident (Continued)

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Forest Hill, MD

Aircraft Reg No. N298RD

Time (Local): 11:15 EDT

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: GO-AROUND (VFR)

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. (F) LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
 3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. OBJECT - RESIDENCE
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

6. TERRAIN CONDITION - RESIDENTIAL AREA

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

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

The pilot's in-flight decision to delay application of engine power to account for the engine's slow response to throttle input, which resulted in an inadvertent stall and subsequent collision with a residential area. A factor related to the accident was the pilot's lack of experience in jet-powered airplanes.