



National Transportation Safety Board Aviation Accident Final Report

Location:	SMITHFIELD, NC	Accident Number:	ATL01LA046
Date & Time:	04/02/2001, 1740 EDT	Registration:	N58JM
Aircraft:	JACQUES J. MISTROT Skybolt	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Fatal

Flight Conducted Under: Part 91: General Aviation - Flight Test

Analysis

This was the first flight of the experimental airplane. The takeoff roll and initial climb appeared normal. As the airplane continued the climb through 200 feet, it was observed entering a left turn until the airplane developed a nose low attitude. The airplane collided with trees on the right side of the runway. Examination of the aircraft revealed no mechanical malfunctions. The pilot had a prosthetic leg.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain control of the airplane during climb out that resulted in the in-flight collision with the ground. A factor was the physical impairment.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. (F) PHYSICAL IMPAIRMENT - PILOT IN COMMAND

Factual Information

On April 2, 2001, at 1740 eastern daylight time, a Jacques J. Mistrot, Skybolt, N58JM, an experimental airplane, collided with the ground shortly after liftoff from runway 03 at the Johnston County Airport in Smithfield, North Carolina. The initial test flight was operated by the pilot for the owner under the provisions of Title 14 CFR Part 91 with no flight plan filed. Visual weather conditions prevailed at the time of the accident. The pilot was fatally injured, and the airplane sustained substantial damage. The test flight departed Smithfield, North Carolina, at 1739.

Reportedly, this was the first flight of the experimental airplane. According to the operator, the engine had been running continuously during 3 separate 45 minute taxi sessions. During each check the engine ran smoothly with an rpm varying from 800-2375. The operator stated, "immediately prior to the first flight on the afternoon of April 2, 2001, the pilot and myself accomplished a complete preflight and walk-around inspection. During the inspection all control surfaces were carefully examined for range and proper attachment. The engine compartment, including oil and fuel quantities, were carefully checked."

According to witnesses at the airport, the takeoff roll and initial climb appeared normal. As the airplane continued the climb through 200 feet, it was observed entering a left turn until the airplane developed a nose low attitude. The airplane collided with trees on the right side of the runway.

The pilot held an airline transport pilot certificate and was a certified flight instructor. His total flight time was 25,000 hours, and the approximate flight time in the Skybolt 10 hours. The pilot held a current second-class medical certificate, dated December 8, 2000. The pilot had a prosthetic leg.

Examination of the airplane revealed no evidence of mechanical malfunctions or component failures. The pilot did not report any mechanical malfunctions.

Postmortem examination and the forensic toxicology of the pilot was performed by Dr. Chancellor at the office of State Medical Examiner in Chapel Hill, North Carolina, on April 3, 2001. The toxicology examinations were negative for alcohol. Atropine and Lidocaine were detected in the blood and liver. These drugs are commonly used during resuscitation. According to the operator, there was attempted on site resuscitation.

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	66, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Center
Other Aircraft Rating(s):	Glider; Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Instrument Airplane	Toxicology Performed:	Yes
Medical Certification:	Class 2	Last FAA Medical Exam:	12/08/2000
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	25000 hours (Total, all aircraft), 10 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	JACQUES J. MISTROT	Registration:	N58JM
Model/Series:	Skybolt	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	MISTROT-01
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	03/28/2001, Annual	Certified Max Gross Wt.:	1900 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:	0 Hours as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-540/C4B5
Registered Owner:	JACQUES J. MISTROT	Rated Power:	260 hp
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.08 inches Hg	Temperature/Dew Point:	17° C / -3° C
Precipitation and Obscuration:			
Departure Point:	SMITHFIELD, NC (JNX)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	
Departure Time:	1800 EDT	Type of Airspace:	

Airport Information

Airport:	JOHNSTON COUNTY (JNX)	Runway Surface Type:	Asphalt
Airport Elevation:	165 ft	Runway Surface Condition:	Dry
Runway Used:	03	IFR Approach:	None
Runway Length/Width:	5500 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	PHILLIP POWELL	Report Date:	07/30/2001
Additional Participating Persons:	Duane R Burns; FAA-- FSDO-05; Greensboro, NC		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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