Aviation Investigation Final Report

Location:	Rhinebeck, New York	**Accident Number:**	IAD01LA061
Date & Time:	June 2, 2001, 17:10 Local	**Registration:**	N25SV
Aircraft:	STAMPE ET RENARD SV-4	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot initiated a takeoff in an airplane that he had never flown before. He rotated the tailwheel airplane about 400 feet down the 2,200-foot long dirt runway, and established a best rate of climb. About half way down the runway, the airplane "started losing a positive rate of climb," and began to descend. When the pilot realized the airplane would not clear trees at the departure end of the runway, he reduced power and lowered the nose of the airplane to perform a forced landing. The airplane impacted the ground "hard," near the end of the runway. The pilot reported 11,000 hours of total flight experience, and that there were no mechanical deficiencies.

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 climb, and his failure to maintain adequate airspeed.

Findings

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

Findings
1. (C) CLIMB - NOT MAINTAINED - PILOT IN COMMAND

2. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
3. STALL/MUSH

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings
4. TERRAIN CONDITION - GROUND

Factual Information

On June 2, 2001, at 1710 eastern daylight time, an experimental certificated Stampe Et Renard SV-4, N25SV, was substantially damaged during takeoff at the Old Rhinebeck Aerodrome (NY94), Rhinebeck, New York. The certificated commercial pilot sustained minor injuries and the passenger sustained serious injuries. Visual meteorological conditions prevailed and no flight plan was filed for the personal flight conducted under 14 CFR Part 91.

The pilot stated that he flew into NY94 to visit a friend, who owned the accident airplane. While at the airport, the pilot accepted an offer to fly the airplane in the local area. The pilot performed an extensive preflight inspection with the owner, who briefed him on the airplane's flying characteristics.

As the pilot prepared for takeoff, he noted the wind sock indicated variable winds from the south to the west at 10-15 knots. He then taxied to the south runway, and performed a run-up inspection. During takeoff, the pilot rotated the airplane about 400 feet down the runway, and established a climb at "Vy". The pilot stated that the airplane performed "normally" during the takeoff and initial climb. However, about half way down the length of the runway, the airplane "started losing a positive rate of climb," and began to descend. When the pilot realized the airplane would not clear trees at the departure end of the runway, he reduced power and lowered the nose of the airplane to perform a forced landing. The airplane impacted the ground "hard" in a 20 degree nose down attitude, near the end of the runway.

The airplane owner witnessed the accident, and stated that the airplane was "running fine" during taxi, takeoff, and initial climb. As the airplane approached trees at the end of the runway, the owner turned his attention away from it. He was drawn back to the airplane when he heard a reduction in power. He then observed the nose of the airplane drop, and impact the runway.

The owner reported that he flew the airplane two times on the day of the accident, and that there were no mechanical deficiencies.

Examination of the airplane by a Federal Aviation Administration (FAA) inspector, revealed substantial damage to the engine and forward cockpit area of the airplane. No mechanical malfunctions were observed.

The pilot reported 11,500 hours of total flight experience, with no previous experience in the accident airplane. He also reported no mechanical malfunctions with the airplane.

The runway at NY94 was a 2,200-foot long, and 75-foot wide dirt strip.

Weather reported at the Dutchess County Airport (POU), Poughkeepsie, New York, 18 miles away, at 1653 was reported as winds variable at 3 knots, visibility 10 miles, broken clouds at 2,000 feet, temperature 70 degrees Fahrenheit, dew point 63 degrees Fahrenheit, and altimeter setting 29.65 in Hg.

Pilot Information

Certificate:	Commercial; Flight instructor; Private	**Age:**	37,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	**Seat Occupied:**	Rear
Other Aircraft Rating(s):	Helicopter	**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	**Toxicology Performed:**	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	**Last FAA Medical Exam:**	March 20, 1997
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	December 1, 2000
Flight Time:	11000 hours (Total, all aircraft), 0 hours (Total, this make and model), 11000 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	STAMPE ET RENARD	**Registration:**	N25SV
Model/Series:	SV-4	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Experimental (Special)	**Serial Number:**	200-53
Landing Gear Type:	Tailwheel	**Seats:**	2
Date/Type of Last Inspection:	July 1, 2000 Annual	**Certified Max Gross Wt.:**	1890 lbs
Time Since Last Inspection:	45 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	2489 Hrs at time of accident	**Engine Manufacturer:**	de Havilland
ELT:	Not installed	**Engine Model/Series:**	Gipsy Major
Registered Owner:	Gene Demarco	**Rated Power:**	140
Operator:		**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	POU,165 ft msl	**Distance from Accident Site:**	18 Nautical Miles
Observation Time:	16:53 Local	**Direction from Accident Site:**	360°
Lowest Cloud Condition:		**Visibility**	10 miles
Lowest Ceiling:	Broken / 2000 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	3 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:		**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29.64 inches Hg	**Temperature/Dew Point:**	21°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Rhinebeck, NY (NY94)	**Type of Flight Plan Filed:**	None
Destination:	(NY94)	**Type of Clearance:**	None
Departure Time:	17:10 Local	**Type of Airspace:**	Class G

Airport Information

Airport:	Old Rhinebek Aerodrome NY94	**Runway Surface Type:**	Grass/turf
Airport Elevation:	323 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	180	**IFR Approach:**	None
Runway Length/Width:	2200 ft / 75 ft	**VFR Approach/Landing:**	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	**Aircraft Damage:**	Substantial
Passenger Injuries:	1 Serious	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 Serious, 1 Minor	**Latitude, Longitude:**	41.971389,-73.862777

Administrative Information

Investigator In Charge (IIC):	Andrews, Jill
Additional Participating Persons:	Scott Goccia; Federal Aviation Administration; Teterboro , NJ
Original Publish Date:	May 13, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=52396