



Aviation Investigation Final Report

Location:	Rhinebeck, New York	Accident Number:	NYC05LA133
Date & Time:	August 13, 2005, 15:20 Local	Registration:	N9163A
Aircraft:	Palen Nieuport 11	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The homebuilt replica of a 1915 French warplane experienced a loss of engine power during the initial climb after takeoff from a 2,200-foot-long, runway. The pilot performed a forced landing to a field that was located about 150 feet beyond the departure end of the runway. The airplane was equipped with a Le Rhone 80-horsepower rotary engine. Examination of the airplane did not reveal any evidence of a catastrophic engine failure. In addition, fuel samples taken from the engine did not reveal any evidence of contamination. According to maintenance records, the airplane's most recent condition inspection was performed about 1 month prior to the accident. The airplane had been operated for about 1 hour, during the 10 months prior to the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A loss of engine power for undetermined reasons.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: DESCENT - EMERGENCY

Findings

2. TERRAIN CONDITION - GROUND

Factual Information

On August 13, 2005, about 1520 eastern daylight time, an amateur built Nieuport 11, N9163A, was substantially damaged during a forced landing, after it experienced a loss of engine power during the initial climb after takeoff from Old Rhinebeck Airport (NY94), Rhinebeck, New York. The certificated commercial pilot was seriously injured. Visual meteorological conditions prevailed and no flight plan had been filed for the local personal flight, that was conducted under 14 CFR Part 91.

The airplane was a replica of 1915 French warplane, and was equipped with a Le Rhone 80-horsepower rotary engine.

According to a Federal Aviation Administration (FAA) inspector, the airplane was departing from the south runway, which was 2,200 feet long and 75 feet wide. The pilot reported that as the airplane climbed, the engine began to lose power, and he performed a forced landing to a field that was located about 150 feet beyond the departure end of the runway.

During the landing, the airplane's wings were damaged, the nose assembly buckled, and the landing gear was driven up into the fuselage.

Witnesses reported the engine sounded normal during an engine run prior to the takeoff, and during the airplane's initial climb from the runway. However, as the airplane continued to climb, the engine began to sound "weak," as if it was not producing full power.

Post accident examination of the airplane by an FAA inspector did not reveal any evidence of a catastrophic engine failure. In addition, fuel samples taken from the engine did not reveal any evidence of contamination.

According to maintenance records, the airplane's most recent condition inspection was performed on July 13, 2005. At that time, the engine had been operated for about 35 hours since it was overhauled, and 180 hours total. In addition, the airplane had been operated for about 1 hour, during the 10 months prior to the accident.

Pilot Information

Certificate:	None	Age:	40, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	June 1, 2004
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 1, 2004
Flight Time:	1000 hours (Total, all aircraft), 0 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Palen	Registration:	N9163A
Model/Series:	Nieuport 11	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	1915-78
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:	July 1, 2005 Condition	Certified Max Gross Wt.:	1060 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	115 Hrs at time of accident	Engine Manufacturer:	Le Rhone
ELT:		Engine Model/Series:	C
Registered Owner:	Rhinebeck Aerodrome Museum	Rated Power:	80 Horsepower
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:	24 Nautical Miles
Observation Time:	14:53 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear	Visibility	8 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / 0 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.85 inches Hg	Temperature/Dew Point:	36°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Rhinebeck, NY (NY94)	Type of Flight Plan Filed:	None
Destination:	Rhinebeck, NY (NY94)	Type of Clearance:	None
Departure Time:	15:20 Local	Type of Airspace:	

Airport Information

Airport:	Old Rhinebeck NY94	Runway Surface Type:	Dirt
Airport Elevation:	323 ft msl	Runway Surface Condition:	Dry
Runway Used:	S	IFR Approach:	None
Runway Length/Width:	2200 ft / 75 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Schiada, Luke
Additional Participating Persons:	Charlie Emering; FAA Teterboro FSDO; Teterboro, NJ
Original Publish Date:	November 29, 2006
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=62205

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