



National Transportation Safety Board Aviation Accident Data Summary

Location:	ENGLEWOOD, CO	Accident Number:	DEN87DTE02
Date & Time:	08/01/1987, 0630 MDT	Registration:	N73NS
Aircraft:	Nord (SNCAN) STAMPE SV4C	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PLT REPORTED THAT THE ENG LOST POWER AT ABOUT 100 FT AGL AFTER TAKEOFF AND THE FORCED LANDING RESULTED IN SUBSTANTIAL DAMAGE. EXAMINATION OF THE AIRCRAFT AND ENGINE AFTER THE ACCIDENT DID NOT REVEAL ANY EVIDENCE OF PRE-IMPACT FAILURE OR DEFICIENCY.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

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: DESCENT - EMERGENCY

Occurrence #3: MAIN GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

2. (F) TERRAIN CONDITION - NONE SUITABLE

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial; Flight Engineer	Age:	53
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine
Flight Time:	8040 hours (Total, all aircraft), 225 hours (Total, this make and model), 6995 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Nord (SNCAN)	Registration:	N73NS
Model/Series:	STAMPE SV4C STAMPE SV4	Engines:	1 Reciprocating
Operator:	JAY D. GALPIN	Engine Manufacturer:	RENAULT
Operating Certificate(s) Held:	None	Engine Model/Series:	1
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	7 knots / , 150°
Temperature:	18° C	Visibility:	15 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

Airport Information

Airport:	CENTENNIAL (APA)	Runway Surface Type:	Concrete; Dirt; Grass/turf
Runway Used:	10	Runway Surface Condition:	Dry
Runway Length/Width:	4900 ft / 60 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): JAMES E MCCOY Adopted Date: 11/29/1988

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/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.