



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	MONTAUK, NY	<b>Accident Number:</b>	NYC90LA209
<b>Date &amp; Time:</b>	09/01/1990, 1545 EDT	<b>Registration:</b>	N4324Q
<b>Aircraft:</b>	CESSNA 172L	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal, 2 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PILOT WAS ATTEMPTING TO EXECUTE A GO AROUND, BECAUSE OF MAINTENANCE PERSONNEL ON THE RUNWAY. WITNESSES STATED THE AIRPLANE WAS ABOUT 4 FEET ABOVE THE RUNWAY WHEN THE PILOT, 'ABRUPTLY PULLED UP, PROCEEDED SLOWLY, WAVERING AND DRIFTING TO THE RIGHT OF THE RUNWAY.' THE PLANE THEN TURNED SHARPLY TO THE LEFT AND CRASHED NOSE FIRST.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PILOT FAILED TO ATTAIN AIRSPEED DURING A GO AROUND, RESULTING IN THE AIRPLANE STALLING AT A LOW ALTITUDE. CONTRIBUTING FACTOR WAS THE PILOT'S ATTENTION WAS DIVERTED TO AIRPORT MAINTENANCE PERSONNEL WORKING NEAR THE APPROACH END OF THE RUNWAY.

## Findings

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

### Findings

1. (F) OTHER AIRPORT/RUNWAY MAINTENANCE - CONFUSING - PILOT IN COMMAND
2. (F) DIVERTED ATTENTION - PILOT IN COMMAND
3. (F) GO-AROUND - ATTEMPTED - PILOT IN COMMAND
4. (C) AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
5. (C) STALL - INADVERTENT - PILOT IN COMMAND

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

### Findings

6. (F) TERRAIN CONDITION - HIGH VEGETATION

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	34, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	06/09/1990
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N4324Q
<b>Model/Series:</b>	172L 172L	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	17260224
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	2150 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>		<b>Engine Model/Series:</b>	O-320E2D
<b>Registered Owner:</b>	SKYLARK AIRPARK, INC.	<b>Rated Power:</b>	150 hp
<b>Operator:</b>	SKYLARK AIRPARK, INC.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	WAREHOUSE POINT, CT (7B6)	Type of Flight Plan Filed:	None
Destination:	MONTAUK POINT, NY (48N)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

## Airport Information

Airport:	MONTAUK	Runway Surface Type:	
Airport Elevation:	20 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Go Around

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 2 Serious	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	ALAN J YURMAN	Report Date:	11/09/1992
Additional Participating Persons:	WALTER LIPPAN; FARMINGDALE, NY		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).