



## MEMORANDUM FOR RECORD

**Michael Garver**  
**Investigative Assistant**  
**Eastern Region Aviation**

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**Date: 7/11/2012**

**Person Contacted: Adam Rosenberg- Pilot in Command – N3993P**

**NTSB Accident Number: ERA12CA434**

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### **Narrative:**

During a telephone conversation, Mr. Rosenberg stated the following:

- He had completed 6 flights prior to the accident flight.
- Elected to takeoff on runway 18.
- Winds were out of the southwest due to the effect of sea-breeze.
- He stated that density altitude was roughly 2600 feet.
- He planned for the flight using the 3000 foot line on the takeoff performance charts.
- He stated that he calculated that he had 2700 feet of distance to clear a 50 foot obstacle.
- He estimated that he had 1000 feet of margin.
- He decided that he was good to takeoff.
- The takeoff roll and liftoff occurred as the pilot expected.
- At an altitude of 30 to 50 feet the airplane unexpectedly lost performance.
- He stated that there was a gust front that passed through the area that created winds out of a northerly direction.
- He elected to abort the takeoff and touched back down on the runway.
- He landed firmly on the main landing gear and utilized threshold breaking.
- Realizing that he was running out of space before the trees at the end of the runway, he attempted to ground loop the airplane. The attempt was unsuccessful.
- The wheels may have locked up a few times on aborted landing roll.
- He had also stated that winds had reduced the effectiveness of the horizontal stabilizer.
- He had stated that he had encountered a 30 knot tailwind shear.

- He also stated that he heard a southwest 737 had also gone around due to the same weather event at a nearby airport.
- There was another person on board. She is a pilot rated passenger.

# Adam Rosenberg

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July 9, 2012

To Whom It May Concern:

On July 7, 2012 I was the Pilot in Command of N3993P a Boeing Jones 75 Stearman biplane attempting takeoff from runway 18 at Bayport, NY for a local sightseeing flight of 15 minutes in duration. The local time was approximately 2:30PM and I had performed numerous uneventful flights that day and made takeoffs and landings on both 18 and 36 dependent upon the winds at the time. The winds that day were variable and at different times of the day one runway was more favorable than the other, but generally the winds were out of the west to southwest at Bayport which is susceptible to the seabreeze effect.

While taxiing out I observed the windsock and a flag at the north end of the airport favoring a southwesterly wind and elected to depart 18. The first part of the takeoff roll was uneventful and the aircraft accelerated normally. Upon liftoff and while the aircraft approached the top of ground effect the aircraft began descending with a 10 mph loss of airspeed. Concerned that I would not clear the trees at the end of the runway I made the immediate decision to reject the takeoff and attempt to stop the airplane in the runway remaining. With the tree line fast approaching I did my best to maintain threshold braking while keeping the tail down with elevator. I attempted to ground loop the airplane but ran out of both rudder and elevator effectiveness and that is when the aircraft flipped over just short of the treeline. I unstrapped my lap belt and shoulder harness and assisted my passenger out of the front cockpit and away from the aircraft. I then returned to the aircraft and shut off the magnetos and master switch.

A post flight investigation produced evidence that a gust front had crossed Long Island at the exact time of my takeoff attempt. Winds at ISP were reported out of the west at 8 knots immediately prior to the accident, as the gust front passed, winds were recorded out of the northwest with gusts as high as 30 knots and then within minutes subsided back to 8 knots out of the west again. Early in the day the winds were forecast to be gusty out of the west in the late afternoon, but was later revised to be no more than 10 knots out of the west for the remainder of the day. The gust front that approached from the north was observed and recorded at ISP, HWV and FRG. The system was apparently very large, spanning most of Long Island and was not indicated in any forecast and was not associated with any organized weather system. A Southwest 737 performed a go around for a tailwind landing 33L supporting my position that winds were out of the southwest in the vicinity of Bayport as we lie directly underneath the final for 33L. This accident occurred due to no ones fault, but due to an unforecasted weather phenomenon that exceeded the performance capabilities of the aircraft. If not for my split second decision to reject the takeoff, the outcome would most likely have been much worse as the aircraft would have impacted the trees and houses at speeds approaching 100 mph.

My weight 180, Passenger weight 125, Fuel on board 15 gallons.  
Capacity 46 gallons. (Left low intentionally due to density altitude)  
Computed Weight 2604 Maximum TOW 2950 Density Altitude 2600

Aircraft performance charts calculated 1500 feet necessary to clear a 50 foot obstacle.  
2700 Feet available from threshold to southern treeline

Sincerely,

A black rectangular redaction box covering the signature of Adam Rosenberg.

Adam Rosenberg  
Designated Pilot Examiner  
EA-11 Farmingdale FSDO