



Aviation Investigation Final Report

Location:	MONTAUK, New York	Accident Number:	NYC84LA300
Date & Time:	September 1, 1984, 12:10 Local	Registration:	N9485P
Aircraft:	PIPER PA-24-260C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

ACCORDING TO THE PLT, AFTER CLEARING SAND DUNES SHORT OF THE RWY POWER WAS REDUCED FOR LANDING. THE ACFT DECELERATED AND DESCENDED, LANDING HARD ON THE RWY. AS THE CO-PLT INITIATED AN ABORT, THE ACFT VEERED OFF THE RWY TO THE RIGHT AND COLLIDED WITH A TREE. WIND WAS REPORTED BY THE PLT TO BE FROM NNW AT 10 KTS GUSTING TO 15. THE LEFT MAIN AND NOSE GEAR COLLAPSED.

Probable Cause and Findings

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

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) FLARE - IMPROPER - PILOT IN COMMAND
2. (C) PROPER DESCENT RATE - IMPROPER - PILOT IN COMMAND
3. ABORTED LANDING - INITIATED - COPILOT/SECOND PILOT
4. (F) WEATHER CONDITION - CROSSWIND
5. (F) WEATHER CONDITION - GUSTS

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

6. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

7. OBJECT - TREE(S)

Occurrence #4: GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

8. LANDING GEAR,MAIN GEAR - OVERLOAD

9. LANDING GEAR,NOSE GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Private	Age:	42, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	September 4, 1984
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	390 hours (Total, all aircraft), 304 hours (Total, this make and model), 221 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N9485P
Model/Series:	PA-24-260C PA-24-260C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	244999
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	July 13, 1984 100 hour	Certified Max Gross Wt.:	3200 lbs
Time Since Last Inspection:	53 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2654 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-540-D4A5
Registered Owner:	CLUB 9485P	Rated Power:	260 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	OXFORD , CT (OXC)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	10:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	MONTAUK MTP	Runway Surface Type:	Asphalt
Airport Elevation:	20 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	3472 ft / 85 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	41.039436,-71.939308(est)

Administrative Information

Investigator In Charge (IIC): Taylor, Vernon

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=35757>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).