



# Aviation Investigation Final Report

<b>Location:</b>	Montauk, New York	<b>Accident Number:</b>	NYC03LA130
<b>Date &amp; Time:</b>	June 6, 2003, 09:00 Local	<b>Registration:</b>	N1077V
<b>Aircraft:</b>	Mooney M20J	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The airplane was landing on runway 24, a 3,258-foot-long, 85-foot-wide, asphalt runway. According to the pilot, during the landing flare, the airplane encountered a direct crosswind gust that he was unable to correct with right aileron. The pilot added full power and attempted to maneuver the airplane back towards the runway centerline, but the airplane continued to drift left towards brush. He then attempted to climb; however, the left wing made contact with the top of the brush and the airplane struck the ground. The pilot stated he did not experience any mechanical malfunctions. Winds reported at the airport about the time of the accident were from 280 degrees at 11 knots.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control. A factor in this accident was the crosswind condition.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: LANDING

Findings

3. OBJECT - TREE(S)

## Factual Information

On June 6, 2003, about 0900 eastern daylight time, a Mooney M20J, N1077V, was substantially damaged while landing at Montauk Airport (MTP), Montauk, New York. The certificated private pilot and two passengers were not injured. Visual meteorological conditions prevailed, and no flight plan was filed for the flight that departed Sullivan County International Airport (MSV), Monticello, New York. The personal flight was conducted under 14 CFR Part 91.

The airplane was landing on runway 24, a 3,258-foot-long, 85-foot-wide, asphalt runway.

The pilot stated he applied right aileron and left rudder to keep the airplane straight during final approach due to a crosswind. During the landing flare, the pilot encountered a direct crosswind gust that he was unable to correct with right aileron. The pilot said he added full power and attempted to maneuver the airplane back towards the runway centerline, but the airplane continued to drift left toward brush. He then attempted to climb; however, the left wing made contact with the top of the brush and the airplane struck the ground.

The pilot stated he did not experience any mechanical malfunctions.

The reported wind at MTP, at 0854, was from 280 degrees at 11 knots.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	42, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<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>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	October 31, 2001
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	January 14, 2003
<b>Flight Time:</b>	720 hours (Total, all aircraft), 36 hours (Total, this make and model), 720 hours (Pilot In Command, all aircraft), 21 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Mooney	<b>Registration:</b>	N1077V
<b>Model/Series:</b>	M20J	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	24-3160
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	December 22, 2002 Annual	<b>Certified Max Gross Wt.:</b>	2900 lbs
<b>Time Since Last Inspection:</b>	35 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1035 Hrs at time of accident	<b>Engine Manufacturer:</b>	Avco Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-360-A3B6D
<b>Registered Owner:</b>	Gary P. Gottlieb	<b>Rated Power:</b>	200 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MTP,7 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	08:54 Local	<b>Direction from Accident Site:</b>	0°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	6 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	11 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	280°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.92 inches Hg	<b>Temperature/Dew Point:</b>	16°C / 12°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	MONTICELLO, NY (MSV )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Montauk, NY (MTP )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	08:00 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	Montauk Airport MTP	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	7 ft msl	<b>Runway Surface Condition:</b>	Unknown
<b>Runway Used:</b>	24	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3258 ft / 85 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	41.076667,-71.92028

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Schiada, Luke
<b>Additional Participating Persons:</b>	Nick Gregoriades; FAA FSDO-11; Farmingdale, NY
<b>Original Publish Date:</b>	March 2, 2004
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=57213">https://data.ntsb.gov/Docket?ProjectID=57213</a>

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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](#).