



## **MEMORANDUM FOR RECORD**

**Allison Diaz**  
**Air Safety Investigator**  
**Eastern Region**

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**Date: June 23, 2014**  
**NTSB Accident Number: ERA14FA292, East Patchogue, NY**  
**Persons Contacted: Rich Sobel – FoxField Aviation, Islip, NY**

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**The following is a summary of the conversation conducted on this date:**

- Mr. Sobel was flying the day of the accident around the accident time in N729SP, a Cessna 172.
- He and a student were conducting a flight from Bridgeport, CT (BDR) to Islip, NY (ISP). They arrived at ISP about 0920.
- He stated that the weather conditions throughout the flight from BDR to ISP were consistent, with cloud bases around 700' agl and tops around 1,500' agl.
- They were, however, clear of clouds and able to maintain VFR at their cruise altitude of 2,000', after climbing through the cloud layer.
- He stated that normally, the weather conditions at Farmingdale (FRG) and Islip (ISP) are the same.
- He also stated that the forecast conditions, as found in the morning's terminal area forecast (TAF) were better than the actual conditions experienced on the day of the accident.

END



## RECORD OF CONVERSATION

**Investigator: Nathan Rohrbaugh**  
**Air Safety Investigator**  
**Eastern Region**

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**Date: September 1, 2015**  
**Person Contacted: Mark Capus**  
**NTSB Accident Number: ERA14FA292**

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### Narrative:

I spoke with Mr. Mark Capus, the pilot of N421DP, regarding his flight on June 17, 2014. Mr. Capus took off VFR from Republic Airport (FRG) enroute to New Jersey. He climbed to an altitude of less than 1,000 feet agl and flew south towards the beach. Once his aircraft made it to the beach, he stated that the weather began to close in rapidly, losing visibilty. He completed a 180 degree turn in marginal VFR and returned for landing at FRG.