



Aviation Investigation Final Report

Location:	BRANT, New York	Accident Number:	NYC95LA139
Date & Time:	July 1, 1995, 16:45 Local	Registration:	N72168
Aircraft:	CESSNA 337G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT STATED THAT DURING THE TAKEOFF, '...PILOT SNEEZED. AIRCRAFT PITCHED UP [AND] ROTATED PREMATURELY....' THE PILOT ABORTED THE TAKEOFF. DURING THE ABORTED TAKEOFF, THE AIRPLANE OVERRAN THE MOWED PORTION OF THE GRASS STRIP AND COLLIDED WITH A UTILITY POLE AT THE DEPARTURE END OF THE STRIP. POSTACCIDENT EXAMINATION REVEALED NO ANOMALIES WITH THE ENGINE OR AIRFRAME.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's improper decision to takeoff with a tailwind condition on an unimproved grass strip and a subsequent premature rotation resulting in an aborted takeoff and a subsequent collision with a utility pole on the departure end of the grass strip.

Findings

Occurrence #1: OVERRUN
Phase of Operation: TAKEOFF - ABORTED

Findings

1. WEATHER CONDITION - TAILWIND
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIGH VEGETATION
3. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. (C) ROTATION - PREMATURE - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ABORTED

Findings

5. OBJECT - UTILITY POLE

Factual Information

On July 1, 1995, about 1645 eastern daylight time, a Cessna 337G, N72168, piloted by Earnest O. Bower, was substantially damaged during takeoff from a private grass strip, in Brant, New York. The pilot was not injured. Visual meteorological conditions prevailed. There was no flight plan for the flight conducted under CFR 14 Part 91.

In the NTSB form 6120.1/2, the pilot stated,

Conditions favored takeoff to east. Normal takeoff run. Pilot sneezed, aircraft pitched up [and] rotated prematurely. Decision to abort takeoff. Pilot landed. During roll out, plane suddenly turned 90 degrees left...caused by rock stopping left main wheel. Could not stop before left wing struck power pole.

Additionally, the pilot reported that the winds were from the northwest at 4 knots. At Chautauqua County, Jamestown, New York, about 30 miles to the southwest, the winds were reported from 310 degrees at 8 knots.

The Federal Aviation Administration (FAA) Inspector stated in his report:

...[The] accident occurred as Mr. Bower was attempting a takeoff from this unimproved farm field....In [this]...accident, the takeoff was attempted with a tailwind estimated at 8 to 10 knots and field growth of approximately 12 inches....The aircraft struck a utility pole at the east end of the field and crossed a road before stopping. The takeoff run had begun on a mowed strip approximately 1500 feet long at the west end of the field, and ended in an unmowed area approximately 2000 feet long at the east end of the field....

Postaccident examination by the FAA Inspector revealed no anomalies with the engine or airframe.

Pilot Information

Certificate:	Private	Age:	64, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	November 1, 1994
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1160 hours (Total, all aircraft), 629 hours (Total, this make and model), 1138 hours (Pilot In Command, all aircraft), 57 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N72168
Model/Series:	337G 337G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	33701532
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	4630 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-360
Registered Owner:	NEW HORIZONS INTERPRISES INC.	Rated Power:	210 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:	JHW ,1724 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	17:55 Local	Direction from Accident Site:	210°
Lowest Cloud Condition:	Scattered / 3100 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	20°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	LOUISVILLE , KY	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	CLARK FIELD	Runway Surface Type:	Grass/turf
Airport Elevation:	880 ft msl	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	2000 ft / 40 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Leonard, Charles
Additional Participating Persons:	JAMES YOUNG; RICHESTER , NY
Original Publish Date:	August 31, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=38983

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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](#).