



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	BRANT, NY	<b>Accident Number:</b>	NYC95LA139
<b>Date &amp; Time:</b>	07/01/1995, 1645 EDT	<b>Registration:</b>	N72168
<b>Aircraft:</b>	CESSNA 337G	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## 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

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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

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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

<b>Certificate:</b>	Private	<b>Age:</b>	64, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	11/01/1994
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	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:	No
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 hp
Operator:	NEW HORIZONS INTERPRISES INC.	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	JHW, 1724 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	1755 EDT	Direction from Accident Site:	210°
Lowest Cloud Condition:	Scattered / 3100 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
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:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	LOUISVILLE, KY	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

## Airport Information

Airport:	CLARK FIELD	Runway Surface Type:	Grass/turf
Airport Elevation:	880 ft	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

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	CHARLES F LEONARD	<b>Report Date:</b>	08/31/1995
<b>Additional Participating Persons:</b>	JAMES YOUNG; RICHESTER, NY		
<b>Publish Date:</b>			
<b>Investigation Docket:</b>	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).