



# National Transportation Safety Board Aviation Accident Data Summary

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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>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

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

- Findings
5. OBJECT - UTILITY POLE

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	64
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<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

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N72168
<b>Model/Series:</b>	337G 337G	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	NEW HORIZONS INTERPRISES INC.	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-360
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	JHW, 1724 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	8 knots / , 310°
<b>Temperature:</b>	20° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>		<b>Destination:</b>	LOUISVILLE, KY

## Airport Information

<b>Airport:</b>	CLARK FIELD	<b>Runway Surface Type:</b>	Grass/turf
<b>Runway Used:</b>	9	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	2000 ft / 40 ft		

## 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>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): CHARLES F LEONARD

Adopted Date: 08/31/1995

Investigation Docket: 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 [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.