



National Transportation Safety Board Aviation Accident Final Report

Location:	LINCOLN, PA	Accident Number:	NYC93LA001
Date & Time:	10/01/1992, 0905 EDT	Registration:	N6374S
Aircraft:	CESSNA 150G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

IMMEDIATELY AFTER LIFT OFF, FROM A WET GRASS RUNWAY, THE PILOT ABORTED THE TAKE OFF. THE PILOT STATED THAT ONCE AIRBORNE, THE AIRPLANE FELT 'TOO MUSHY' AND THAT HIS RATE OF CLIMB WOULD NOT ALLOW THE AIRPLANE TO CLEAR THE WIRES AT THE END OF THE RUNWAY. THE AIRPLANE OVERRAN THE DEPARTURE END OF THE RUNWAY, SLID ACROSS A ROAD AND IMPACTED AN EMBANKMENT. A POST CRASH FIRE CONSUMED THE ENGINE COMPARTMENT AND THE INSTRUMENT PANEL.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S PREMATURE LIFTOFF AND DELAY IN ABORTING THE TAKEOFF.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. LIFT-OFF - PREMATURE - PILOT IN COMMAND
2. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

3. TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

Factual Information

Pilot Information

Certificate:	Private	Age:	51, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
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:	06/12/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	191 hours (Total, all aircraft), 113 hours (Total, this make and model), 98 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6374S
Model/Series:	150G 150G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15067174
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	08/02/1992, Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	8 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2622 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-200-A
Registered Owner:	RODNEY V. BOWERS	Rated Power:	100 hp
Operator:	RODNEY V. BOWERS	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 4000 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	315°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	7° C
Precipitation and Obscuration:			
Departure Point:	, PA (3PA8)	Type of Flight Plan Filed:	VFR
Destination:	TANGIER ISLAND, VA (TGI)	Type of Clearance:	VFR
Departure Time:	0905 EDT	Type of Airspace:	Class G

Airport Information

Airport:	HARRIS (3PA8)	Runway Surface Type:	Grass/turf
Airport Elevation:	490 ft	Runway Surface Condition:	Wet
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	1800 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	ROBERT L PEARCE	Report Date:	08/31/1993
Additional Participating Persons:	JESSE KERN; PHILADELPHIA, PA		
Publish Date:			
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 , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).