

Aircraft Incident, N107RW, at Clarence Aerodrome

NTSB ID# ERA 24 L A 175

Was advised by our office at 3:30 PM on April 10, 2024, of an aircraft upside down on the runway at Clarence Aerodrome Airport (D51). I was dispatched to the scene and after picking up the office vehicle located at the Buffalo tower, I arrived on scene at 4:45 PM local.

On scene there were only two people at the aircraft site:

Mr. David Baumler, Emergency Management, Town of Clarence

Mobile: [REDACTED]

Mr. Brian Haring, pilot's son

Mobile: [REDACTED]

Mr. Baumler advised me that the fire department that was on scene, had another call to respond to so they picked up and left. He also informed me that he had interviewed a witness and forwarded the contact information to me.

Mr. Robert Dispenza, Witness

Mobile: [REDACTED]

Summary:

On April 10, 2024 at about 1430 local time this aircraft attempted a takeoff from runway 10 at D51. About one third down the runway there were tire marks in the grass right of the center line leading towards the aircraft. These tracks continued drifting to the right and at one point the nose wheel track disappeared for about 30 feet. The nose wheel track came back again and after that the nose wheel sunk into mud along with the right main wheel track. The nose wheel went deep enough into the mud causing the propeller to strike the ground causing scars that went about 8 feet until the aircraft spinner struck the ground and the aircraft then flipped onto it's back. The pilot was trapped in the cockpit due to the canopy being broken and the aircraft coming to rest in an inverted position. Emergency services were call and extricated the pilot. It was reported that the pilot never lost consciousness during the extrication. The pilot was transported to a local hospital for evaluation with no apparent life-threatening injuries.

On April 11, 2024, the NTSB was contacted and an accident report, FAA form 8020-23 in ATQA was started. An NTSB ID number was issued by Investigator Rayner. The pilot's son was contacted, and he advised that his father had been released from the hospital last night about 10:30 PM. He was doing okay but was "a little beat up". I sent a text message to the listed witness but have not heard back from

him yet. I called Mr. Dispenza later and was able to complete a phone interview. It's been determined that Mr. Haring has been flying with a private pilot license that's been down graded to a Sport Pilot license due to an expired medical examination (14 CFR Part 61.3).

Additional Contacts:

Captain Collin Sweeney, NYS Trooper

Mobile: [REDACTED]

Mr. Brian Rayner, NTSB

[REDACTED]

Mr. Robert Haring, Owner/Pilot

Home: [REDACTED]

Mobile: [REDACTED]

Mr. James Cox, Buffalo ATC

Tower: [REDACTED]

Mobile: [REDACTED]

Rick or Maribel, Comm Center

[REDACTED]

Eyewitness Statement via phone call 4/11/2024

I contacted Mr. Robert Dispenza via telephone in the afternoon of April 11, 2024, to record his account of the events he witnessed.

On Wednesday, April 10, 2024, Mr. Dispenza and Mr. Haring were talking before Mr. Haring was going to fly his aircraft. They discussed the current and recent weather in the area as part of their conversation. The current weather was not an issue for his intended flight. He told Mr. Haring to have a good flight and he would talk to him soon. Mr. Dispenza watched Mr. Haring start his takeoff roll and that he didn't become airborne as normal but was drifted to the right of the center of the runway. He watched the aircraft continue to drift to the right until the nose contacted the ground and the aircraft flipped onto its back. He called 911 and went out to the aircraft. He stayed with Mr. Haring until the fire department arrived. He assisted the fire department with how and where to lift the aircraft to extricate Mr. Haring.

Pilot Interview 4/12/2024

I met with Mr. Haring on Friday morning, April 12, 2024, at his home. He presented his pilot logbook, and the aircraft maintenance records for review. I made copies of the required records for the file.

I asked Mr. Haring if he could recount the series of events that led up to the accident. He told me that he had talked with another member of the airport group, Mr. Robert Dispenza, and they decided that the runway was in a satisfactory condition for him to takeoff and reposition the aircraft to the Akron Airport (9G3). It was reported that the runway had been rolled recently and was firm enough for use. Mr. Haring did not walk the runway to verify its condition.

After pre flighting the aircraft, Mr. Haring proceeded to Runway 10 for takeoff. He started his takeoff roll and could feel the aircraft not accelerating as normal but there was no sense of losing power and was drifting to the right of the runway center. He tried to rotate and the nosewheel lifted off the ground but the aircraft was not going fast enough for flight. The nosewheel settled back on the runway and the aircraft continued to drift to the right side of the runway. At this point the nosewheel sank deeper into the mud and the propeller struck the ground while still at full power. The aircraft nose continued to sink deeper until the propeller spinner hit the ground causing the aircraft to flip over and stop in an inverted position. This caused the canopy to shatter and the top of the cockpit was flat on the ground. Mr. Haring was unable to crawl out of the aircraft with it in this position. Mr. Dispenza called emergency services and approached the aircraft to talk to Mr. Haring. Mr. Dispenza was unable to lift the aircraft high enough to let Mr. Haring crawl out of the aircraft. When the fire department arrived, they were able to lift the aircraft and remove Mr. Haring from the aircraft. He was then transported to the hospital via ambulance. Mr. Haring stated that he should have aborted the takeoff when he realized that the aircraft was not accelerating as normal and was drifting to the right side of the runway, but he thought he could power through the drifting and get the aircraft off the ground.

