



Aviation Investigation Final Report

Location:	Stow, Massachusetts	Accident Number:	ERA23LA304
Date & Time:	July 23, 2023, 13:05 Local	Registration:	N7ET
Aircraft:	Cessna 182	Aircraft Damage:	Substantial
Defining Event:	Collision during takeoff/land	Injuries:	3 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that the airplane approached fast and bounced twice on the 3,110-ft-long runway. After the second bounce, he attempted to abort the landing, but trees at the end of the runway were already too close to clear. He turned right to avoid the trees, but then turned left to avoid a house, and collided with the trees. The airplane was substantially damaged during the accident and all three occupants of the airplane were seriously injured. Postaccident examination of the wreckage by a Federal Aviation Administration inspector did not reveal evidence of any preimpact mechanical malfunctions or failures that would have precluded normal operation, nor did the pilot report any.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's delayed decision to abort the landing, which resulted in a collision with trees.

Findings

Personnel issues	Delayed action - Pilot
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Factual Information

History of Flight

Landing-aborted after touchdown	Collision during takeoff/land (Defining event)
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Pilot Information

Certificate:	Private	Age:	57,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	April 22, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 19, 2023
Flight Time:	326 hours (Total, all aircraft), 35 hours (Total, this make and model), 75 hours (Last 90 days, all aircraft), 31 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N7ET
Model/Series:	182 J	Aircraft Category:	Airplane
Year of Manufacture:	1965	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18256796
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	April 14, 2023 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	30 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1555 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470
Registered Owner:	On file	Rated Power:	235 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	BED,133 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	12:51 Local	Direction from Accident Site:	87°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.93 inches Hg	Temperature/Dew Point:	26°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lake Placid, NY (LKP)	Type of Flight Plan Filed:	None
Destination:	Stow, MA	Type of Clearance:	None
Departure Time:	11:42 Local	Type of Airspace:	Class G

Airport Information

Airport:	Minute Man Air Field 6B6	Runway Surface Type:	Asphalt
Airport Elevation:	280 ft msl	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	3110 ft / 48 ft	VFR Approach/Landing:	Go around

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	2 Serious	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	3 Serious	Latitude, Longitude:	42.460385,-71.518012(est)

Administrative Information

Investigator In Charge (IIC):	Gretz, Robert
Additional Participating Persons:	Philip Kingston; FAA/FSDO; Burlington, MA
Original Publish Date:	September 8, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=192681

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).