



Aviation Investigation Final Report

Location:	Hollister, California	Accident Number:	WPR25LA275
Date & Time:	September 10, 2025, 19:15 Local	Registration:	N7756N
Aircraft:	Piper PA-28-180	Aircraft Damage:	Substantial
Defining Event:	Collision with terr/obj (non-CFIT)	Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that while on final approach to the runway, the airplane was high and fast, and he performed a slip to “get more on speed.” During the landing flare, the airplane floated significantly down the runway, and the pilot initiated a to go-around by applying full power. During the go-around, the airplanes wheels touched down about 2/3rds down the grass runway and the pilot increased back pressure, and the airplane became airborne, when he noticed that the airspeed indicated about 45 knots, and that the stall warning system light was mostly on with some intermittent flashes. The pilot stated that he thought they did not have the airspeed to fly out of ground effect and decided to abort the go around by reducing the engine power to idle after the airplane had cleared an obstacle. Subsequently, the airplane landed hard, bounced, and flew another few hundred feet before it impacted a dirt mound and nosed over. The pilot added that throughout the entire accident sequence, he had 40° flaps selected. The airplane sustained substantial damage to both wings and the vertical stabilizer. At the time of the accident, the pilot was landing the airplane on runway 05 with wind from 250° at 11 knots.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Probable Cause and Findings

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

The pilot's delayed go-around from an unstabilized approach that resulted in an impact with terrain.

Findings

Aircraft	Descent/approach/glide path - Not attained/maintained
Personnel issues	Delayed action - Pilot

Factual Information

History of Flight

Approach	Miscellaneous/other
Approach	Attempted remediation/recovery
Approach-VFR go-around	Collision with terr/obj (non-CFIT) (Defining event)

Pilot Information

Certificate:	Private	Age:	24, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	October 31, 2024
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 13, 2025
Flight Time:	152 hours (Total, all aircraft), 38 hours (Total, this make and model), 73 hours (Pilot In Command, all aircraft), 63 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		Age:	
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	Unknown
Instrument Rating(s):		Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Passenger Information

Certificate:		Age:	
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	Lap only
Instrument Rating(s):		Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N7756N
Model/Series:	PA-28-180	Aircraft Category:	Airplane
Year of Manufacture:	1968	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	28-5200
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	September 1, 2025 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	15 Hrs	Engines:	1
Airframe Total Time:	3827.5 Hrs as of last inspection	Engine Manufacturer:	
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	
Registered Owner:	On file	Rated Power:	
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:	KCVH,237 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	19:15 Local	Direction from Accident Site:	145°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 16 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.88 inches Hg	Temperature/Dew Point:	20°C / 15°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	San Martin, CA (E16)	Type of Flight Plan Filed:	None
Destination:	Palo Alto, CA (PAO)	Type of Clearance:	VFR
Departure Time:	07:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	FRAZIER LAKE AIRPARK 1C9	Runway Surface Type:	Grass/turf
Airport Elevation:	152 ft msl	Runway Surface Condition:	Dry
Runway Used:	05	IFR Approach:	None
Runway Length/Width:	2500 ft / 100 ft	VFR Approach/Landing:	Go around

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	36.952318,-121.45237

Administrative Information

Investigator In Charge (IIC):	Johnson, Scott
Additional Participating Persons:	Alexander Strachan; Federal Aviation Administration; San Jose, CA
Original Publish Date:	November 14, 2025
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=200981

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](#).