



# Aviation Investigation Final Report

---

<b>Location:</b>	Gilford, New Hampshire	<b>Accident Number:</b>	ERA23LA057
<b>Date &amp; Time:</b>	November 10, 2022, 16:15 Local	<b>Registration:</b>	N7223M
<b>Aircraft:</b>	Cessna 175	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>	Loss of visual reference	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

---

## Analysis

The pilot of the amphibious airplane reported that while on final approach to runway 26 he had trouble viewing the runway due to glare from the setting sun. He recalled making "...continuous efforts to block the sun glare." He planned to make a gradual descent on the final approach to get the best forward view and peripheral views of the area. While descending, he further described that "the brightness inside the cockpit was difficult to observe instruments. I descended towards what I was convinced was the runway. I remember nothing else from that time forward." The airplane subsequently struck the roof of a business, and the wreckage came to rest next to the building in the parking lot. The airplane's fuselage, both wings, empennage, and floats were substantially damaged. The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation. Based on this information, the airplane likely struck the building after the pilot allowed the airplane to descend too low on the approach to the runway.

## Probable Cause and Findings

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

The pilot's decision to continue the approach to land in conditions where he was unable to see in front of the airplane due to sun glare, which resulted in in a collision a building.

## Findings

---

<b>Personnel issues</b>	Decision making/judgment - Pilot
<b>Environmental issues</b>	Glare - Decision related to condition

## Factual Information

### History of Flight

<b>Approach-VFR pattern final</b>	Loss of visual reference (Defining event)
<b>Landing</b>	Collision during takeoff/land

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	72, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	BasicMed Without waivers/limitations	<b>Last FAA Medical Exam:</b>	October 5, 2021
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	June 10, 2022
<b>Flight Time:</b>	2100 hours (Total, all aircraft), 1400 hours (Total, this make and model), 1900 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N7223M
<b>Model/Series:</b>	175	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1958	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	55523
<b>Landing Gear Type:</b>	Retractable - None; Amphibian	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	July 5, 2022 Annual	<b>Certified Max Gross Wt.:</b>	2500 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3386 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	C126 installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	O-360-A1A
<b>Registered Owner:</b>	MOOSEHEAD ENTERPRISES LLC	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	LCI, 545 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	14:56 Local	<b>Direction from Accident Site:</b>	243°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility:</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	Unknown / Unknown
<b>Wind Direction:</b>	230°	<b>Turbulence Severity Forecast/Actual:</b>	Unknown / Unknown
<b>Altimeter Setting:</b>	30.12 inches Hg	<b>Temperature/Dew Point:</b>	20°C / -2°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	East Sumner, ME (6ME6)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Gilford, NH	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	LACONIA MUNI LCI	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	545 ft msl	<b>Runway Surface Condition:</b>	Unknown
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious	<b>Latitude, Longitude:</b>	43.57776,-71.403259(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Wentz, Peter
<b>Additional Participating Persons:</b>	Justin Gierka; FAA/FSDO; Portland, ME
<b>Original Publish Date:</b>	June 6, 2023
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=106277">https://data.nts.gov/Docket?ProjectID=106277</a>

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](#).