



Aviation Investigation Final Report

Location:	Swans Island, Maine	Accident Number:	ERA24LA278
Date & Time:	June 25, 2024, 17:30 Local	Registration:	N7340X
Aircraft:	Cessna 150	Aircraft Damage:	Substantial
Defining Event:	Abnormal runway contact	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that the tailwind for the selected turf runway was “5 to 10 [knots] with some gusting.” He said the winds “did not seem unruly...” so he continued the approach and once he was close to the ground the winds were “very flukey.” He said with full reduction of throttle, 30° of flaps, and speed slowed to “landing” the airplane would not “settle down.” At touchdown, the pilot said he was “too long.” He then increased throttle, and “released the flaps and carb heat to go around.”

The pilot said that there were no mechanical deficiencies with the airplane preventing normal operation, it simply did not have the performance capability to outclimb the trees. The pilot said the airplane’s left wing brushed a tree reducing its airspeed, and the stall warning sounded intermittently before the airplane “careened” into treetops before it settled nose down onto the ground. During the accident sequence, the airplane sustained substantial damage to the wings and empennage.

When asked how the accident could have been prevented, the pilot said a go-around performed “sooner” than the touch-and-go landing.

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. Contributing was his decision to land downwind.

Findings

Personnel issues	Decision making/judgment - Pilot
Environmental issues	Tailwind - Contributed to outcome

Factual Information

History of Flight

Landing	Abnormal runway contact (Defining event)
Approach-VFR go-around	Collision during takeoff/land

Pilot Information

Certificate:	Private	Age:	73, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	August 5, 2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 24, 2020
Flight Time:	541 hours (Total, all aircraft), 405 hours (Total, this make and model), 495 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N7340X
Model/Series:	150 B	Aircraft Category:	Airplane
Year of Manufacture:	1961	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	15059440
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	September 22, 2022 Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:	6.3 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5010.2 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C91A installed, not activated	Engine Model/Series:	O-200
Registered Owner:	On file	Rated Power:	100 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:	BHB,88 ft msl	Distance from Accident Site:	17 Nautical Miles
Observation Time:	17:56 Local	Direction from Accident Site:	9°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.72 inches Hg	Temperature/Dew Point:	24°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Swans Island, ME	Type of Flight Plan Filed:	None
Destination:	Swans Island, ME	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	BANKS ME5	Runway Surface Type:	Grass/turf;Gravel
Airport Elevation:	100 ft msl	Runway Surface Condition:	Dry
Runway Used:	10/28	IFR Approach:	None
Runway Length/Width:	1500 ft / 30 ft	VFR Approach/Landing:	Go around

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	44.165486,-68.429078(est)

Administrative Information

Investigator In Charge (IIC):	Rayner, Brian
Additional Participating Persons:	Curtis Davis; FAA/FSDO; Portland, ME
Original Publish Date:	March 20, 2025
Last Revision Date:	December 17, 2025
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=194556

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](#).