



Aviation Investigation Final Report

Location:	VAN NUYS, California	Accident Number:	LAX86FA320
Date & Time:	August 8, 1986, 17:45 Local	Registration:	N50443
Aircraft:	BELLANCA 7GCBC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

TWO PLTS, 1 FLYING BELLANCA 7GCBC, N50443, THE OTHER FLYING CHAMPION 7KCAB, N443E, TOOK THEIR GIRL FRIENDS ON A FLT WHICH INCLUDED FORMATION FLYING. THE CHAMPION PLT RPRTD HE FLEW FORMATION WITH THE BELLANCA WITH APRX A 20' SPREAD. RPRTDLY, ABOUT HALF WAY THRU THE FLT, WHILE THE CHAMPION WAS ON BELLANCA'S LEFT WING, THE BELLANCA PITCHED UP ABRUPTLY & WENT OUT OF FORMATION. AFTER REJOINING, THE CHAMPION PLT NOTICED THAT THE BELLANCA'S LEFT STABILIZER WAS BENT ON THE LEFT SIDE. LATER, SMALL ABRASIONS WERE FND ON THE CHAMPION'S RGT WING TIP WHICH MATCHED THE BELLANCA'S LEFT STABILIZER. THE PAX OF THE CHAMPION INDCD THAT AT TIMES DRG THE FLT, THE 2 ACFT CAME IN CLOSE PROXIMITY OF EACH OTHER.

Probable Cause and Findings

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

Findings

Occurrence #1: MIDAIR COLLISION
Phase of Operation: CRUISE

Findings

1. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND

2. (C) CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
3. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT OF OTHER AIRCRAFT

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	22, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 27, 1986
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1300 hours (Total, all aircraft), 3 hours (Total, this make and model), 1180 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 23 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N50443
Model/Series:	7GCBC 7GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic	Serial Number:	112879
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 30, 1986 100 hour	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2486 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-A2D
Registered Owner:	ALBERT B. KRAMEER	Rated Power:	150 Horsepower
Operator:	SAN VAL	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	AVALON , CA (AVX)	Type of Flight Plan Filed:	None
Destination:	VAN NUYS , CA (VNY)	Type of Clearance:	None
Departure Time:	17:30 Local	Type of Airspace:	Class E

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

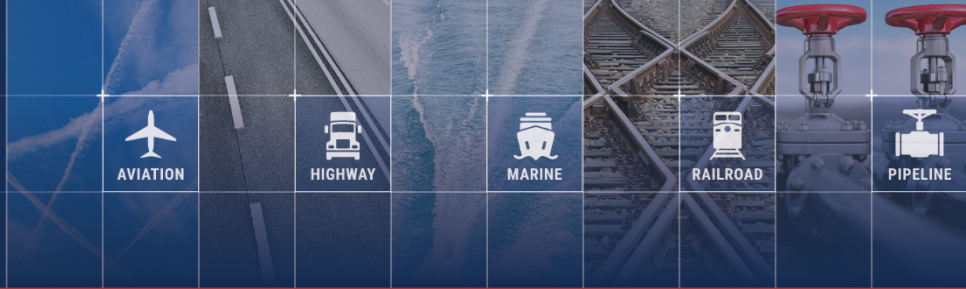
Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	34.200302,-118.439414(est)

Administrative Information

Investigator In Charge (IIC):	Pollack, Wayne
Additional Participating Persons:	MICHAEL SPENCER; VAN NUYS , CA
Original Publish Date:	August 19, 1988
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=24935

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](#).



Aviation Investigation Final Report

Location:	VAN NUYS, California	Accident Number:	LAX86FA320
Date & Time:	August 8, 1986, 17:45 Local	Registration:	N443E
Aircraft:	CHAMPION 7KCAB	Aircraft Damage:	Minor
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

TWO PLTS, 1 FLYING BELLANCA 7GCBC, N50443, THE OTHER FLYING CHAMPION 7KCAB, N443E, TOOK THEIR GIRL FRIENDS ON A FLT WHICH INCLUDED FORMATION FLYING. THE CHAMPION PLT RPRTD HE FLEW FORMATION WITH THE BELLANCA WITH APRX A 20' SPREAD. RPRTDLY, ABOUT HALF WAY THRU THE FLT, WHILE THE CHAMPION WAS ON BELLANCA'S LEFT WING, THE BELLANCA PITCHED UP ABRUPTLY & WENT OUT OF FORMATION. AFTER REJOINING, THE CHAMPION PLT NOTICED THAT THE BELLANCA'S LEFT STABILIZER WAS BENT ON THE LEFT SIDE. LATER, SMALL ABRASIONS WERE FND ON THE CHAMPION'S RGT WING TIP WHICH MATCHED THE BELLANCA'S LEFT STABILIZER. THE PAX OF THE CHAMPION INDCD THAT AT TIMES DRG THE FLT, THE 2 ACFT CAME IN CLOSE PROXIMITY OF EACH OTHER.

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Phase of Operation: CRUISE

Findings

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2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	23, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 9, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	147 hours (Total, all aircraft), 66 hours (Total, this make and model), 100 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CHAMPION	Registration:	N443E
Model/Series:	7KCAB 7KCAB	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic; Normal	Serial Number:	102
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 9, 1986 100 hour	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1780 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-320-E2A
Registered Owner:	SARI MARCH SCHNEPF	Rated Power:	150 Horsepower
Operator:	SUSSEX AVIATION	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	AVALON , CA (AVX)	Type of Flight Plan Filed:	None
Destination:	VAN NUYS , CA (VNY)	Type of Clearance:	None
Departure Time:	17:30 Local	Type of Airspace:	Class E

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	34.200302,-118.439414(est)

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