



Aviation Investigation Final Report

Location:	Rockport, California	Accident Number:	LAX08CA150
Date & Time:	May 19, 2008, 12:30 Local	Registration:	N90930
Aircraft:	Bellanca 7GCBC	Aircraft Damage:	Substantial
Defining Event:	VFR encounter with IMC	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot took off from a dirt airstrip with 1/2-mile visibility to the west due to ocean fog. The pilot flew into the fog, he then turned south. However, he continued into more fog, so he turned east. When he came out of the fog, he did not have enough altitude to clear trees on top of mountainous terrain ahead. He clipped some trees with the landing gear and impacted on a hilltop, resulting in substantial damage to the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's performance of VFR flight into IMC, resulting in failure to maintain terrain clearance. Contributing to the accident was the fog.

Findings

Environmental issues	Fog - Contributed to outcome
Environmental issues	Tree(s) - Not specified
Aircraft	Altitude - Not attained/maintained

Factual Information

History of Flight

Takeoff	VFR encounter with IMC (Defining event)
Initial climb	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	48, 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 Without waivers/limitations	Last FAA Medical Exam:	May 1, 2008
Occupational Pilot:	No	Last Flight Review or Equivalent:	January 1, 2007
Flight Time:	165 hours (Total, all aircraft), 150 hours (Total, this make and model), 165 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bellanca	Registration:	N90930
Model/Series:	7GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic	Serial Number:	431-73
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	April 1, 2007 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	83 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1045 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-A2B
Registered Owner:	On file	Rated Power:	150 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	100 ft AGL	Visibility	0.5 miles
Lowest Ceiling:	Broken / 100 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	14°C
Precipitation and Obscuration:	Moderate - Shallow - Fog		
Departure Point:	Rockport, CA	Type of Flight Plan Filed:	None
Destination:	CHICO, CA (CIC)	Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	

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:	39.731388,-123.82389

Administrative Information

Investigator In Charge (IIC):	Jones, Patrick
Additional Participating Persons:	Dalton Mountz; Federal Aviation Administration; Oakland, CA
Original Publish Date:	June 30, 2008
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=68057

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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](#).