



# Aviation Investigation Final Report

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<b>Location:</b>	Watsonville, California	<b>Accident Number:</b>	WPR19LA100
<b>Date &amp; Time:</b>	February 9, 2019, 10:39 Local	<b>Registration:</b>	N11666
<b>Aircraft:</b>	Bellanca 7GCAA	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

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## Analysis

The flight instructor and pilot were conducting a flight review. The instructor reported that “everything looked good” during the simulated emergency landing before the pilot initiated a planned go-around while on final approach. The instructor did not recall the accident sequence. The airplane impacted terrain near the runway in a steep nose-down attitude consistent with a loss of control. Examination of the airframe and engine revealed no preimpact anomalies that would have prevented normal operation.

Calm to light wind was reported in the vicinity of the accident site around the time of the accident, with no significant low-level wind shear or turbulence below 1,000 ft.

The investigation was unable to determine the reason for the loss of control.

## Probable Cause and Findings

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

The pilot’s loss of airplane control during a go-around for reasons that could not be determined based on available evidence.

## Findings

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<b>Personnel issues</b>	Aircraft control - Pilot
<b>Not determined</b>	(general) - Unknown/Not determined

## Factual Information

### History of Flight

Approach-VFR go-around	Loss of control in flight (Defining event)
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On February 9, 2019, about 1039 Pacific standard time, a Bellanca 7GCAA airplane, N11666, was substantially damaged when it was involved in an accident near Watsonville, California. The flight instructor and private pilot sustained serious injuries. The airplane was operated as a Title 14 *Code of Federal Regulations (CFR)* Part 91 instructional flight.

The instructor reported that the purpose of the flight was to conduct a flight review for the private pilot. They departed Watsonville Municipal Airport (WVI), Watsonville, California, to the southwest toward the coast and then set up on a left downwind for a simulated emergency landing to runway 28 at Monterey Bay Academy Airport (CA66), Watsonville, California. Due to the recent rain, they were not planning to land on the grass runway. The instructor stated that during the turn from base to final, “everything looked good” and the pilot initiated a go-around as planned. He further stated that the engine was running and producing power throughout the approach; however, he did not recall the accident sequence.

According to a Federal Aviation Administration inspector on scene, the airplane came to rest in an upright, nose-down position about 420 ft short of the approach end of runway 28, about 25 ft from the right side of the runway. The airplane impacted terrain in a steep nose-down attitude and displayed some rotational signatures.

Examination of the airframe and engine revealed no preimpact anomalies with the airplane that would have precluded normal operation.

Review of the weather conditions revealed a trough of low pressure extended along the California coast in the immediate vicinity west of the accident site, with a general weak pressure gradient over the Watsonville area. The closest weather reporting location, about 3 nm, reported calm winds. A sounding model depicted a light southerly surface wind from 160° at 4 knots with no significant low-level wind shear or turbulence below 1,000 ft at the accident site.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	53,Female
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3	<b>Last FAA Medical Exam:</b>	November 8, 2018
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	391 hours (Total, all aircraft)		

## Flight instructor Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	52, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	February 9, 2018
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	February 18, 2017
<b>Flight Time:</b>	(Estimated) 1272.3 hours (Total, all aircraft), 531.5 hours (Total, this make and model), 1122 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 0.8 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Bellanca	<b>Registration:</b>	N11666
<b>Model/Series:</b>	7GCAA	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1972	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	235-72
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	April 1, 2018 Annual	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	O-320
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	150
<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>	WVI,144 ft msl	<b>Distance from Accident Site:</b>	3 Nautical Miles
<b>Observation Time:</b>	10:53 Local	<b>Direction from Accident Site:</b>	118°
<b>Lowest Cloud Condition:</b>	Few / 1500 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 4800 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.03 inches Hg	<b>Temperature/Dew Point:</b>	10°C / 7°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Watsonville, CA (WVI)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Watsonville, CA (WVI)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Monterey Bay Academy CA66	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	70 ft msl	<b>Runway Surface Condition:</b>	Soft;Wet
<b>Runway Used:</b>	28	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2200 ft / 50 ft	<b>VFR Approach/Landing:</b>	Go around;Simulated forced landing;Valley/terrain following

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Serious	<b>Latitude, Longitude:</b>	36.935832,-121.789718(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Nixon, Albert
<b>Additional Participating Persons:</b>	Michael Schaadt; Federal Aviation Administration; San Jose, CA Troy Helgeson; Lycoming Engines; Williamsport, PA
<b>Original Publish Date:</b>	April 21, 2022
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 3</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=99168">https://data.ntsb.gov/Docket?ProjectID=99168</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](#).