Aviation Investigation Final Report

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

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

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

Factual Information

History of Flight

Approach-VFR go-around	Loss of control in flight (Defining event)

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

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

Flight instructor Information

Certificate:	Commercial; Flight instructor	**Age:**	52,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Rear
Other Aircraft Rating(s):		**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	Yes
Instructor Rating(s):	Airplane single-engine	**Toxicology Performed:**	No
Medical Certification:	Class 2 With waivers/limitations	**Last FAA Medical Exam:**	February 9, 2018
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	February 18, 2017
Flight Time:	(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

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

Airport Information

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

Wreckage and Impact Information

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

Administrative Information

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