



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	SANTA BARBARA, CA	<b>Accident Number:</b>	LAX85LA196
<b>Date &amp; Time:</b>	04/08/1985, 1440 PST	<b>Registration:</b>	N6099P
<b>Aircraft:</b>	CESSNA P210N	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## Analysis

AFTER RECEIVING A SPECIAL VFR CLEARANCE TO DEPART THE CONTROL ZONE TO THE NORTHEAST THE NON-INSTRUMENT RATED PLT TOOK OFF ON A SOUTHEASTERLY HEADING OVER THE WATER UNDER LOW CEILINGS AND IN LOW VISIBILITY. A CONTROLLER OBSERVED THE ACFT START A RIGHT TURN AFTER TAKEOFF THEN ROLL LEFT INTO A LEFT TURN. ANOTHER CONTROLLER OBSERVED THE ACFT'S RADAR TARGET CLIMB TO 600 FT THEN DESCEND TO 500 FT BEFORE DISAPPEARING OFF THE SCOPE APRX 1 MILE SOUTH OF THE ARPT. TWO GROUND WITNESSES OBSERVED THE ACFT IMPACT THE WATER AFTER DESCENDING OUT OF THE CLOUDS.

## Probable Cause and Findings

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

## Findings

---

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CLIMB - TO CRUISE

### Findings

1. (F) WEATHER CONDITION - HAZE/SMOKE
2. (F) WEATHER CONDITION - LOW CEILING
3. (F) PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
4. (F) FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
5. (C) VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND

-----

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: CLIMB - TO CRUISE

### Findings

6. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND
7. (F) LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
8. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

-----

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

### Findings

9. TERRAIN CONDITION - WATER, GLASSY

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	51, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	06/19/1984
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	25000 hours (Total, all aircraft), 800 hours (Total, this make and model), 20000 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N6099P
<b>Model/Series:</b>	P210N P210N	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	P21000143
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	3400 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1120 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520-P
<b>Registered Owner:</b>	AVAG, INC.	<b>Rated Power:</b>	310 hp
<b>Operator:</b>	AVAG, INC.	<b>Operating Certificate(s) Held:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SBA, 10 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1446 PST	Direction from Accident Site:	305°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	2 Miles
Lowest Ceiling:	Overcast / 400 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	14° C / 10° C
Precipitation and Obscuration:			
Departure Point:	SANTA BARBARA, CA (SBA)	Type of Flight Plan Filed:	None
Destination:	RICHVALE, CA (097)	Type of Clearance:	Special VFR
Departure Time:	1438 PST	Type of Airspace:	Class E

## Airport Information

Airport:	SANTA BARBARA MUNI (SBA)	Runway Surface Type:	Asphalt
Airport Elevation:	10 ft	Runway Surface Condition:	Dry
Runway Used:	15L	IFR Approach:	None
Runway Length/Width:	4179 ft / 75 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	JAMES A WALL	Report Date:	
Additional Participating Persons:	THOMAS C MANGUM; VAN NUYS, CA		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).