



# Aviation Investigation Final Report

<b>Location:</b>	GEORGETOWN, California	<b>Accident Number:</b>	LAX01LA020
<b>Date &amp; Time:</b>	October 21, 2000, 15:45 Local	<b>Registration:</b>	N50870
<b>Aircraft:</b>	Ryan ST3KR	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal, 1 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot said that on initial climb after takeoff the airplane remained in ground effect until reaching the end of the runway. Thereafter, the airplane stalled and spun after encountering a strong updraft. It impacted a steep, wooded hillside area. The pilot said there were no mechanical problems with the airplane.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The airplane's encounter with a strong updraft at the end of the runway that induced an increase in the wing's angle of attack to the critical point, which resulted in an inadvertent stall and spin.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

- Findings
1. WEATHER CONDITION - UPDRAFT
  2. (C) AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
  3. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

On October 21, 2000, about 1545 hours Pacific daylight time, a Ryan ST3KR, N50870, was destroyed when it collided with trees 1 minute after departing from the airport at Georgetown, California. The private pilot/owner was operating the airplane under the provisions of 14 CFR Part 91. The pilot sustained serious injuries and his passenger sustained fatal injuries. Visual meteorological conditions prevailed for the personal flight, destined for Jackson, California, and no flight plan had been filed.

The pilot stated that on initial climb from runway 34, he remained in ground effect until the end of the runway. The airplane encountered a strong updraft at the end of the runway, stalled, and spun into the trees. The airplane impacted the ground in a steep, wooded area, and was destroyed. The pilot also stated that there were no mechanical irregularities.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	51, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Rear
<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 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	March 17, 1999
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1507 hours (Total, all aircraft), 66 hours (Total, this make and model), 90 hours (Last 90 days, all aircraft), 32 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Ryan	<b>Registration:</b>	N50870
<b>Model/Series:</b>	ST3KR ST3KR	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1042
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	0 lbs
<b>Time Since Last Inspection:</b>	26 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Kinner
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	R-55
<b>Registered Owner:</b>	JEFFREY M. SKEEN	<b>Rated Power:</b>	160 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	AUN ,1531 ft msl	<b>Distance from Accident Site:</b>	12 Nautical Miles
<b>Observation Time:</b>	15:55 Local	<b>Direction from Accident Site:</b>	270°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 1700 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	9 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	60°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	25°C / 16°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(Q61 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	JACKSON , CA (070 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:44 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	GEORGETOWN Q61	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	2623 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	34	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3000 ft / 100 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal, 1 Serious	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Fatal, 1 Serious	<b>Latitude, Longitude:</b>	38.729621,-120.800773(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Plagens, Howard
<b>Additional Participating Persons:</b>	EARL BENEDICT; SACRAMENTO , CA
<b>Original Publish Date:</b>	November 23, 2001
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	The NTSB traveled to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=50504">https://data.ntsb.gov/Docket?ProjectID=50504</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](#).