



Aviation Investigation Final Report

Location:	Camdenton, Missouri	Accident Number:	CHI01FA077
Date & Time:	February 4, 2001, 12:18 Local	Registration:	N50BW
Aircraft:	Watson Steen Skybolt	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane was destroyed on impact with terrain while performing a low altitude maneuver. The pilot and passenger were fatally injured. A witness stated, "As the plane traveled southbound and gained altitude, it rolled over once doing a 'Barrel Roll'. Immediately after that the nose of the plane went up into the air and then looped back over it's self doing a 'loop-d-loop'. It appeared that the plane then went nose first into the tree line where I lost sight of it." Another witness stated, "The wind at the time was 260 degrees at 9 knots gusting to 17 knots. With these conditions there are very bad wind shear conditions from about end of 33 for about 1 mile south up to about 400 feet." The pilot did not list any visits to health professionals within the last three years and listed "No" for "Do You Currently Use Any Medication (Prescription or Nonprescription)?" on his application for his medical. The pilot visited a doctor on June 23, 1999 and was prescribed Celexa. The last annual was dated June 22, 1999. Both propeller blades had chordwise scratches and leading edge nicks. Continuity was established to the flight control surfaces and to the engine. The engine produced a thumb compression at all cylinders. A blue liquid was in the fuel servo. The magnetos produced spark. No anomalies were found. The FAA CAMI report stated CITALOPRAM was detected in Blood and in Liver. The PDR online stated Citalopram hydrobromide is a prescription used to treat "major depression...."

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot not maintaining altitude/clearance from terrain during the low altitude maneuver. Factors were the wind gusts and the low altitude maneuver the pilot performed.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: MANEUVERING

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (F) LOW ALTITUDE FLIGHT/MANEUVER - PERFORMED - PILOT IN COMMAND
3. USE OF INAPPROPRIATE MEDICATION/DRUG - PILOT IN COMMAND
4. (C) ALTITUDE/CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

HISTORY OF FLIGHT

On February 4, 2001, about 1218 central standard time, a Watson Steen Skybolt, N50BW, piloted by an airline transport pilot, was destroyed on impact with terrain while performing a low altitude maneuver near the pattern for runway 33 at Camdenton Memorial Airport (H21), near Camdenton, Missouri. The personal flight was operating under 14 CFR Part 91. Visual meteorological conditions prevailed at the time of the accident. No flight plan was on file. The pilot and passenger were fatally injured. The flight departed from Carrollton Memorial Airport, near Carrollton, Missouri, at time unknown, and was destined for H21.

A witness stated:

Aircraft made a pass down runway 15 (clearing pass) and started a climbing turn to right and I assumed he would make a left base for runway 33. I rushed to finish what I was doing as I was waiting for him. My next awareness was he had crashed - [the airport manager] came and told me. The wind at the time was 260 degrees at 9 knots gusting to 17 knots. With these conditions there are very bad wind shear conditions from about end of 33 for about 1 mile south up to about 400 feet. Doing landings with students I have had up to 200 feet altitude loss and a loss of 10 to 15 knots indicated airspeed. This always occurs with westerly winds 10 knots or greater.

Another witness stated:

On Sunday, 02/04/01, at approximately 12:00 to 12:20 hrs I was sitting in the parking lot of Speedline Technologies on S. Hwy 5. I observed a white double winged airplane coming from the north and appeared to be taking off from the runway of the Camdenton Memorial Airport. As the plane traveled southbound and gained altitude, it rolled over once doing a 'Barrel Roll'. Immediately after that the nose of the plane went up into the air and then looped back over it's self doing a 'loop-d-loop'. It appeared that the plane then went nose first into the tree line where I lost sight of it. I contacted Camden County Sheriff's Department Dispatch and advised them that there was a possible plane crash at the airport, but I was not sure as to where it was. At that time myself and [a witness] drove down county Rd. 5-120 trying to locate that crash. Unable to see it from the road, we then started walking towards the runway. ... I observed the plane that I had seen flying earlier on the ground just off the asphalt and facing towards the north.

PERSONNEL INFORMATION

The pilot was an airline transport pilot. He held a Third Class Medical Certificate dated April 20, 2000. On his application for that medical certificate, he listed his total pilot time to date as 25,678 hours and 20 hours in the past six months. That application did not show any visits to health professionals within the last three years. That application asked, "Do You Currently Use Any Medication (Prescription or Nonprescription)?" The answer "No" was checked for that question.

The pilot's medical records were reviewed. The records showed that the pilot visited a doctor on June 23, 1999. The records stated that the pilot complained "of depression with significant rage." His treatment plan included a "prescription for CELEXA." These records did not show that the patient was a pilot.

AIRCRAFT INFORMATION

The airplane was a Watson Steen Skybolt, serial number W-001. The airplane's special airworthiness certificate was issued on May 12, 1994. The last found annual condition inspection was dated June 22, 1999. The tachometer entry at that condition inspection was 435 hours. The tachometer read 488.44 hours on-scene.

METEOROLOGICAL INFORMATION

At 1215, the Lee C. Fine Memorial Airport, near Kaiser Lake Ozark, Missouri, weather was: Wind 320 degrees at 9 knots gusting to 17 knots, variable from 260 degrees to 010 degrees; visibility 10 statute miles; sky condition broken 3,600 feet; temperature 7 degrees C; dew point -2 degrees C; altimeter 30.08 inches of mercury.

WRECKAGE AND IMPACT INFORMATION

The airplane was found approximately 28 feet east of runway 33's taxiway and approximately 424 feet north of the beginning of that taxiway's pavement. The airplane's heading was approximately 320 degrees and its directional gyro was found indicating 340 degrees. The airplane was found with its propeller impacted approximately two feet down into terrain. The terrain was found to be soft and it contained various sized rocks. The terrain rose in elevation on the side of the airplane's left wing. The upper wing was crushed downward. The engine was found under the airplane's upper wing. Both main landing gear were found crushed rearward and outward. The lower engine cowl was crushed upward and rearward. The empennage was found twisted, downward and to the right, aft of the rear seat. Both propeller blade backs exhibited chordwise scratches and their leading edges contained nicks. (See

appended photographs)

An on scene investigation was performed. Continuity was established to the flight control surfaces. Control continuity was established to the engine. The engine produced a thumb compression and suction at all cylinders and valve train continuity was confirmed. A blue liquid was found in the fuel servo. The magnetos were found to produce spark to 11 of 12 leads. No anomalies were found.

MEDICAL AND PATHOLOGICAL INFORMATION

The Boone/Callaway County Medical Examiners Office performed an autopsy on the pilot on February 6, 2001.

The Federal Aviation Administration (FAA) Civil Aeromedical Institute prepared a Final Forensic Toxicology Accident Report. The report indicated:

- 0.314 (ug/ml, ug/g) CITALOPRAM detected in Blood
- CITALOPRAM present in Liver
- 0.157 ug/mL, ug/g N-DESMETHYCITALOPRAM detected in Blood
- N-DESMETHYCITALOPRAM present in Liver
- 0.011 ug/mL, ug/g DI-N-DESMETHYCITALOPRAM detected in Blood
- 0.65 ug/mL, ug/g DI-N-DESMETHYCITALOPRAM detected in Liver

ADDITIONAL INFORMATION

The parties to the investigation included the FAA and Textron Lycoming.

The aircraft wreckage was released to a representative for Universal Loss Management insurance.

FAA regulations stated:

- 61.53 Prohibition on operations during medical deficiency.
 - (a) Operations that require a medical certificate. Except as provided for in paragraph (b) of this section, a person who holds a current medical certificate issued under part 67 of this chapter shall not act as pilot in command, or in any other capacity as a required pilot flight crewmember, while that person:
 - (1) Knows or has reason to know of any medical condition that would make the person unable to meet the requirements for the medical certificate necessary for the pilot operation; or
 - (2) Is taking medication or receiving other treatment for a medical condition that results in the person being unable to

meet the requirements for the medical certificate necessary for the pilot operation.

91.17 Alcohol or drugs.

(a) No person may act or attempt to act as a crewmember of a civil aircraft -

(1) Within 8 hours after the consumption of any alcoholic beverage;

(2) While under the influence of alcohol;

(3) While using any drug that affects the person's faculties in any way contrary to safety; or

(4) While having 0.04 percent by weight or more alcohol in the blood.

(b) Except in an emergency, no pilot of a civil aircraft may allow a person who appears to be intoxicated or who demonstrates by manner or physical indications that the individual is under the influence of drugs (except a medical patient under proper care) to be carried in that aircraft.

(c) A crewmember shall do the following:

(1) On request of a law enforcement officer, submit to a test to indicate the percentage by weight of alcohol in the blood, when -

(i) The law enforcement officer is authorized under State or local law to conduct the test or to have the test conducted; and

(ii) The law enforcement officer is requesting submission to the test to investigate a suspected violation of State or local law governing the same or substantially similar conduct prohibited by paragraph (a)(1), (a)(2), or (a)(4) of this section.

(2) Whenever the Administrator has a reasonable basis to believe that a person may have violated paragraph (a)(1), (a)(2), or (a)(4) of this section, that person shall, upon request by the Administrator, furnish the Administrator, or authorize any clinic, hospital, doctor, or other person to release to the Administrator, the results of each test taken within 4 hours after acting or attempting to act as a crewmember that indicates percentage by weight of alcohol in the blood.

(d) Whenever the Administrator has a reasonable basis to believe that a person may have violated paragraph (a)(3) of this section, that person shall, upon request by the Administrator, furnish the Administrator, or authorize any clinic, hospital, doctor, or other person to release to the Administrator, the results of each test taken within 4 hours after acting or attempting to act as a crewmember that indicates the presence of any drugs in the body.

(e) Any test information obtained by the Administrator under paragraph (c) or (d) of this section may be evaluated in determining a person's qualifications for any airman certificate or possible violations of this chapter and may be used as evidence in any legal proceeding under section 602, 609, or 901 of the Federal Aviation Act of 1958.

The web site

http://www.pdr.net/gettingwell/depression/prevention/consumers/cn_celexa.html stated:

Generic name: Citalopram hydrobromide

Brand name: Celexa

Pronounced: sell-EX-ah

Why is this drug prescribed?

Celexa is used to treat major depression-a stubbornly low mood that persists nearly every day for at least 2 weeks and interferes with everyday living. Symptoms may include loss of interest in your usual activities, insomnia or excessive sleeping, a change in weight or appetite, constant fidgeting or a slowdown in movement, fatigue, feelings of worthlessness or guilt, difficulty thinking or concentrating, and repeated thoughts of suicide.

Pilot Information

Certificate:	Airline transport; Flight engineer	Age:	64, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	April 20, 2000
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	25678 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Watson	Registration:	N50BW
Model/Series:	Steen Skybolt	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	W-001
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 22, 1999 Annual	Certified Max Gross Wt.:	1958 lbs
Time Since Last Inspection:	53 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	488 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-540-C4B5
Registered Owner:	Joseph McCloy	Rated Power:	250 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	AIZ,869 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	12:15 Local	Direction from Accident Site:	37°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 3600 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	9 knots / 17 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.07 inches Hg	Temperature/Dew Point:	7°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CARROLLTON, MO (K26)	Type of Flight Plan Filed:	None
Destination:	Camdenton, MO (H21)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	CAMDENTON MEMORIAL H21	Runway Surface Type:	Asphalt
Airport Elevation:	1062 ft msl	Runway Surface Condition:	Unknown
Runway Used:	33	IFR Approach:	Unknown
Runway Length/Width:	3428 ft / 60 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	38.000339,-92.739814(est)

Administrative Information

Investigator In Charge (IIC): Malinowski, Edward

Additional Participating Persons: Val Ziedins; Federal Aviation Administration; Kansas City, MO
Gregory Erikson; Textron Lycoming; Wayne, IL

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Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=51425>

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](#).