



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	CASTLE ROCK, WA	<b>Accident Number:</b>	SEA90FA039
<b>Date &amp; Time:</b>	02/01/1990, 1845 PDT	<b>Registration:</b>	N8859J
<b>Aircraft:</b>	PIPER PA28-180	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

DURING A PLEASURE FLT IN VISUAL TO IMC, THE PRIVATE PLT REPORTED TO ATC THAT HE WAS CIRCLING UP THROUGH A HOLE IN THE CLOUDS LOOKING FOR CLEAR SKIES INORDER TO PROCEED NORTHBOUND. THE PLT WAS UNABLE TO GET ON TOP OF THE CLOUDS AND DESCENDED TO TRY AND GET UNDER THE CLOUDS. THE PLT WAS CAUTIONED THAT VFR FLIGHT WAS NOT RECOMMENDED DUE TO CLOUD CONDITIONS, OBSCURED MOUNTAINS AND LOW FREEZING LEVELS. THE PLT LAST TRANSMITTED, THAT HE WAS PROCEEDING UNDER THE CLOUDS WHEN RADAR AND RADIO CONTACT WAS LOST. THE AIRPLANE WAS FOUND IN A HEAVILY WOODED AREA WITH THE FUSELAGE POSITIONED VERTICAL TO THE TERRAIN. THERE WERE NO NOTED MECHANICAL FAILURES OR MALFUNCTIONS.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT LOST CONTROL OF THE AIRPLANE WHICH ENTERED A STALL/SPIN THAT THE PILOT DID NOT RECOVER FROM.

## Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: CRUISE - NORMAL

### Findings

1. (F) WEATHER CONDITION - CLOUDS  
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: CRUISE - NORMAL

### Findings

2. (C) STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND  
3. (F) FLIGHT INTO KNOWN ADVERSE WEATHER - SELECTED - PILOT IN COMMAND  
4. (F) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND  
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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

5. (F) OBJECT - TREE(S)

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	62
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	2191 hours (Total, all aircraft), 1815 hours (Total, this make and model), 2125 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N8859J
<b>Model/Series:</b>	PA28-180 PA28-180	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	JACOBSON, GEORGE E.	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-360-A3A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Night/Dark
<b>Observation Facility, Elevation:</b>	KLS, 17 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	10 knots / , 160°
<b>Temperature:</b>	5°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	PORTLAND, OR (HIO)	<b>Destination:</b>	EVERETT, WA (PAE)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

Latitude, Longitude:

## Administrative Information

<b>Investigator In Charge (IIC):</b>	DEBRA J ECKROTE	<b>Adopted Date:</b>	09/21/1992
<b>Investigation Docket:</b>	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:pubin@ntsb.gov">pubin@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

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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.