



National Transportation Safety Board Aviation Accident Final Report

Location:	PRAIRIE CITY, OR	Accident Number:	SEA90FA074
Date & Time:	03/02/1990, 0440 PST	Registration:	N2947R
Aircraft:	PIPER PA28R-200	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

DURING A NIGHT CROSS COUNTRY FLIGHT, THE AIRPLANE BEGAN TO CLIMB, THEN SUDDENLY ENTERED A LEFT DESCENDING TURN UNTIL COLLISION WITH THE TERRAIN. THE WEATHER ALONG THE FLIGHT COURSE WAS FORECAST TO HAVE MOUNTAINS OCCASIONALLY OBSCURED WITH CLOUDS AND THE FREEZING LEVEL WAS LOW. DURING THE ON-SCENE INVESTIGATION, THERE WERE NO NOTED MECHANICAL FAILURES OR MALFUNCTIONS WITH THE AIRPLANE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: UNCONTROLLED SPIRALLING DESCENT THAT THE PILOT DID NOT ADEQUATELY RECOVER FROM. THE PILOTS LACK OF TOTAL EXPERIENCE IN THIS TYPE OF OPERATION AND THE DARK NIGHT CONDITION ARE A FACTOR.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: CLIMB - TO CRUISE

Findings

1. (C) SPIRAL - UNCONTROLLED - PILOT IN COMMAND
 2. (F) LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
 3. (F) REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. (F) OBJECT - TREE(S)
5. (F) LIGHT CONDITION - DARK NIGHT

Factual Information

Pilot Information

Certificate:	Private	Age:	33, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	09/27/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	160 hours (Total, all aircraft), 85 hours (Total, this make and model), 102 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N2947R
Model/Series:	PA28R-200 PA28R-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	28R-35341
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	08/01/1989, Annual	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:	52 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2272 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360-C1C
Registered Owner:	ARCHER, FRANK E.	Rated Power:	200 hp
Operator:	ARCHER, FRANK E.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Night/Dark
Observation Facility, Elevation:	BKE, 3369 ft msl	Distance from Accident Site:	42 Nautical Miles
Observation Time:	0452 PST	Direction from Accident Site:	357°
Lowest Cloud Condition:	Scattered / 5000 ft agl	Visibility	15 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-4° C / -6° C
Precipitation and Obscuration:			
Departure Point:	HILLSBORO, OR (7S3)	Type of Flight Plan Filed:	VFR
Destination:	BOISE, ID (BOI)	Type of Clearance:	VFR
Departure Time:	0252 PST	Type of Airspace:	Class G

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:	

Administrative Information

Investigator In Charge (IIC):	DEBRA J ECKROTE	Report Date:	09/21/1992
Additional Participating Persons:	KEITH CREMIN; HILLSBORO, OR CHARLES LITTLE; CHINO, CA TIM HARDY; VERO BEACH, FL		
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).