



# National Transportation Safety Board Aviation Accident Data Summary

---

<b>Location:</b>	PRAIRIE CITY, OR	<b>Accident Number:</b>	SEA90FA074
<b>Date &amp; Time:</b>	03/02/1990, 0440 PST	<b>Registration:</b>	N2947R
<b>Aircraft:</b>	PIPER PA28R-200	<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	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

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

-----

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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	33
<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>	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

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N2947R
<b>Model/Series:</b>	PA28R-200 PA28R-200	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	ARCHER, FRANK E.	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-360-C1C
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Unknown	<b>Condition of Light:</b>	Night/Dark
<b>Observation Facility, Elevation:</b>	BKE, 3369 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Unknown / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Calm / ,
<b>Temperature:</b>	-4° C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	HILLSBORO, OR (753)	<b>Destination:</b>	BOISE, ID (BOI)

## Wreckage and Impact Information

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

## 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: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.