



National Transportation Safety Board Aviation Accident Data Summary

Location:	Sherwood, OR	Accident Number:	WPR09FA175
Date & Time:	04/01/2009, 0735 PDT	Registration:	N9996D
Aircraft:	PIPER PA-22-150	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

A witness reported that he was standing in his driveway when he heard an airplane circling overhead, but that he could not see it due to the fog. He estimated that the airplane was about 100 feet above him and that the lateral visibility was about 30 feet. The witness stated that he was looking into the fog when the airplane suddenly appeared, and recalled seeing the wing and a light. The witness estimated that the airplane was in a 90-degree bank angle and struck the ground less than 50 feet from his position. A review of recorded radar data indicated that the airplane maintained a straight track at a level altitude toward the accident area. Its altitude varied slightly over the next few minutes, and then the target began to climb. It reached its peak altitude of 2,400 feet mean sea level (msl), and began a turn to the left as it approached the area of the accident site. The target made turns in a figure-8 pattern, with the altitude varying a few hundred feet, before continuing in a turn to the right and descending, consistent with the pilot being spatially disoriented. The accident site elevation was about 900 feet msl. The closest official weather observation station was 8 nautical miles east of the accident site and its elevation is 200 feet msl. The reported conditions 42 minutes prior to the accident were light rain and mist with broken clouds at 2,100 feet above ground level (agl) and overcast at 2,800 feet agl. The report 18 minutes after the accident reported light rain showers and mist with scattered clouds at 2,600 feet agl and overcast skies at 3,400 feet agl. The temperature/dewpoint for all three reports was 4/3 degrees Celsius. Postaccident investigation identified no mechanical anomalies with the airframe or engine that would have precluded normal operation. The pilot did not have an instrument rating.

Flight Events

Enroute-cruise - VFR encounter with IMC
Maneuvering - Loss of control in flight
Maneuvering - Collision with terr/obj (non-CFIT)

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's continued visual flight into instrument meteorological conditions, resulting in spatial disorientation and a loss of control.

Findings

Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C
Personnel issues-Psychological-Perception/orientation/illusio-Spatial disorientation-Pilot - C
Personnel issues-Action/decision-Action-Incorrect action selection-Pilot - C
Environmental issues-Conditions/weather/phenomena-Ceiling/visibility/precip-Clouds-Contributed to outcome

Pilot Information

Certificate:	Private	Age:	49
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	490 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	PIPER	Registration:	N9996D
Model/Series:	PA-22-150	Engines:	1 Reciprocating
Operator:	Steven R Fordyce	Engine Manufacturer:	Lycoming
Air Carrier Operating Certificate:	None	Engine Model/Series:	O-320
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KUAO, 200 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Instrument Conditions	Lowest Ceiling:	Overcast / 3400 ft agl
Condition of Light:	Day	Wind Speed/Gusts, Direction:	8 knots, 170°
Temperature:	4° C / 3° C	Visibility	0 Miles
Precipitation and Obscuration:	Light - Showers - Rain; Mist		
Departure Point:	Salem, OR (4OR7)	Destination:	Hillsboro, OR

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC):	Howard D Plagens	Adopted Date:	05/19/2011
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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