



# Aviation Investigation Final Report

|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | CRESWELL, Oregon                     | <b>Accident Number:</b> | SEA00LA063  |
| <b>Date &amp; Time:</b>        | April 4, 2000, 08:00 Local           | <b>Registration:</b>    | N76777      |
| <b>Aircraft:</b>               | Cessna 140                           | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |                                      | <b>Injuries:</b>        | 1 None      |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |             |

## Analysis

The private pilot was landing a tailwheel equipped airplane on a dry paved runway. During the landing roll-out, the aircraft began to weathervane and drift left of runway centerline. Before the pilot was able to apply corrective actions, the airplane veered off the runway and nosed over. Winds at the time of the accident, as reported by the pilot, were variable from 270 degrees and less than 5 knots. No mechanical malfunctions or anomalies were reported with the aircraft's directional control systems.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control. Factors include a drainage ditch and a crosswind.

### Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

#### Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (F) TERRAIN CONDITION - DITCH



## Factual Information

On March 4, 2000, about 0800 Pacific daylight time, a Cessna 140, N76777, registered to and operated by the pilot, was substantially damaged during the landing roll at Hobby Field (77S), Creswell, Oregon. The aircraft was being operated as a 14CFR91 personal/pleasure flight. Visual meteorological conditions prevailed, and no flight plan was filed for the local flight. The private pilot, the sole occupant, was uninjured. The flight originated from Hobby Field approximately 10 minutes prior to the accident. There was no fire and no report of ELT activation.

The pilot stated she had just landed on runway 33, with a crosswind from the west. Shortly after touch down, in a three-point attitude, the aircraft veered to the left of runway centerline. She stated that before she could apply the necessary corrective actions the aircraft traveled off the runway, collided with a drainage furrow and nosed over. The aircraft came to rest inverted between runway 33 and the taxiway. The aircraft's fuselage, wings and landing gear were substantially damaged.

Winds at the time of the accident, as reported by the pilot, were variable from 270 degrees at less than 5 knots.

The pilot indicated that there were no mechanical malfunctions or anomalies with the aircraft's directional control systems.

### Pilot Information

|                                  |  |  |                  |
|----------------------------------|--|--|------------------|
| <b>Certificate:</b>              | Private  | <b>Age:</b>                              | 48,Female        |
| <b>Airplane Rating(s):</b>       | Single-engine land   | <b>Seat Occupied:</b>                    | Left             |
| <b>Other Aircraft Rating(s):</b> | None   | <b>Restraint Used:</b>                   |                  |
| <b>Instrument Rating(s):</b>     | None   | <b>Second Pilot Present:</b>             | No               |
| <b>Instructor Rating(s):</b>     | None   | <b>Toxicology Performed:</b>             | No               |
| <b>Medical Certification:</b>    | Class 3 Valid Medical--w/<br>waivers/lim   | <b>Last FAA Medical Exam:</b>            | December 2, 1999 |
| <b>Occupational Pilot:</b>       | UNK  | <b>Last Flight Review or Equivalent:</b> |                  |
| <b>Flight Time:</b>              | 119 hours (Total, all aircraft), 56 hours (Total, this make and model), 42 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft) |  |                  |

## Aircraft and Owner/Operator Information

|                                      |                          |                                       |                 |
|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | Cessna                   | <b>Registration:</b>                  | N76777          |
| <b>Model/Series:</b>                 | 140 140                  | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |                          | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    | Normal                   | <b>Serial Number:</b>                 | 11209           |
| <b>Landing Gear Type:</b>            | Tailwheel                | <b>Seats:</b>                         | 2               |
| <b>Date/Type of Last Inspection:</b> | October 29, 1999 Annual  | <b>Certified Max Gross Wt.:</b>       | 1450 lbs        |
| <b>Time Since Last Inspection:</b>   | 63 Hrs                   | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 7576 Hrs                 | <b>Engine Manufacturer:</b>           | Continental     |
| <b>ELT:</b>                          | Installed, not activated | <b>Engine Model/Series:</b>           | C85-12F         |
| <b>Registered Owner:</b>             | JODIE M. O'KELLY         | <b>Rated Power:</b>                   | 85 Horsepower   |
| <b>Operator:</b>                     |                          | <b>Operating Certificate(s) Held:</b> | None            |
| <b>Operator Does Business As:</b>    |                          | <b>Operator Designator Code:</b>      |                 |

## Meteorological Information and Flight Plan

|   |                      |   |            |
|---|----------------------|---|------------|
| <b>Conditions at Accident Site:</b>     | Visual (VMC)         | <b>Condition of Light:</b>                  | Day        |
| <b>Observation Facility, Elevation:</b> |                      | <b>Distance from Accident Site:</b>         |            |
| <b>Observation Time:</b>                |                      | <b>Direction from Accident Site:</b>        |            |
| <b>Lowest Cloud Condition:</b>          | Unknown              | <b>Visibility</b>                           | 4 miles    |
| <b>Lowest Ceiling:</b>                  | Broken / 1600 ft AGL | <b>Visibility (RVR):</b>                    |            |
| <b>Wind Speed/Gusts:</b>                | 5 knots /            | <b>Turbulence Type Forecast/Actual:</b>     | /          |
| <b>Wind Direction:</b>                  | 220°                 | <b>Turbulence Severity Forecast/Actual:</b> | /          |
| <b>Altimeter Setting:</b>               | 30 inches Hg         | <b>Temperature/Dew Point:</b>               | 10°C / 9°C |
| <b>Precipitation and Obscuration:</b>   | N/A - None - Drizzle |   |            |
| <b>Departure Point:</b>                 | (77S)                | <b>Type of Flight Plan Filed:</b>           | None       |
| <b>Destination:</b>                     | (77S)                | <b>Type of Clearance:</b>                   | None       |
| <b>Departure Time:</b>                  | 00:00 Local          | <b>Type of Airspace:</b>                    | Class E    |

## Airport Information

|                             |                          |                                  |                 |
|-----------------------------|--------------------------|----------------------------------|-----------------|
| <b>Airport:</b>             | CRESWELL HOBBY FIELD 77S | <b>Runway Surface Type:</b>      | Asphalt         |
| <b>Airport Elevation:</b>   | 535 ft msl               | <b>Runway Surface Condition:</b> | Dry             |
| <b>Runway Used:</b>         | 33                       | <b>IFR Approach:</b>             | None            |
| <b>Runway Length/Width:</b> | 3100 ft / 60 ft          | <b>VFR Approach/Landing:</b>     | Traffic pattern |

## Wreckage and Impact Information

|                            |        |                             |                            |
|----------------------------|--------|-----------------------------|----------------------------|
| <b>Crew Injuries:</b>      | 1 None | <b>Aircraft Damage:</b>     | Substantial                |
| <b>Passenger Injuries:</b> |        | <b>Aircraft Fire:</b>       | None                       |
| <b>Ground Injuries:</b>    | N/A    | <b>Aircraft Explosion:</b>  | None                       |
| <b>Total Injuries:</b>     | 1 None | <b>Latitude, Longitude:</b> | 43.900436,-123.018997(est) |

## Administrative Information

|  |   |
|--|---|
| <b>Investigator In Charge (IIC):</b>     | Hogenson, Dennis  |
| <b>Additional Participating Persons:</b> | TOM R STUNDA; HILLSBORO , OR  |
| <b>Original Publish Date:</b>            | December 4, 2000  |
| <b>Last Revision Date:</b>               |   |
| <b>Investigation Class:</b>              | <a href="#">Class</a>   |
| <b>Note:</b>                             | The NTSB traveled to the scene of this accident.  |
| <b>Investigation Docket:</b>             | <a href="https://data.ntsb.gov/Docket?ProjectID=49825">https://data.ntsb.gov/Docket?ProjectID=49825</a> |

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](#).