



Aviation Investigation Final Report

Location:	Lexington, Oregon	Accident Number:	SEA03LA122
Date & Time:	June 25, 2003, 18:00 Local	Registration:	N6497E
Aircraft:	Cessna 185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, after performing two or three touch-and-go landings, he departed the airport to practice aerial proficiency maneuvers. Upon his return, he made a wheel landing, and although the touchdown and the initial part of the landing roll were uneventful, just as he was starting to lower the tail the aircraft started pulling to the left. He therefore attempted to realign the aircraft with the runway by using right rudder and additional braking on the right wheel but, according to the pilot, he overcorrected and inadvertently redirected the aircraft toward the right side of the runway. As he continued trying to get the aircraft aligned with the runway, it departed the right side of the landing surface. As the right main gear departed the runway, it encountered soft terrain, and the aircraft spun quickly around to the right. During this sequence of events, the left wing and horizontal stabilizer contacted the surface of the ground. The pilot later stated that he thought he may have had a partially deflated or flat tire on the left main landing gear.

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 aircraft control during the landing roll. A partially deflated tire and soft terrain were factors.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) LANDING GEAR, TIRE - DEFLATED
2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

3. (F) TERRAIN CONDITION - SOFT

Factual Information

On June 25, 2003, approximately 1800 Pacific daylight time, a Cessna 185F, N6497E, impacted the terrain during the landing roll at Lexington Airport, Lexington, Oregon. The commercial pilot, who was the sole occupant, was not injured, but the aircraft, which is owned and operated by the pilot, sustained substantial damage. The 14 CFR Part 91 personal proficiency flight, which departed the same airport about 40 minutes earlier, was being operated in visual meteorological conditions. No flight plan had been filed. There was no report of an ELT activation.

According to the pilot, after performing two or three touch-and-go landings, he departed the airport to practice aerial proficiency maneuvers. Upon his return, he made a wheel landing on runway 26, and although the touchdown and the initial part of the landing roll were uneventful, just as he was starting to lower the tail, the aircraft started pulling to the left. He therefore attempted to realign the aircraft with the runway by using right rudder and additional braking on the right wheel but, according to the pilot, he overcorrected and inadvertently redirected the aircraft toward the right side of the runway. As he continued trying to get the aircraft aligned with the runway, it departed the right side of the landing surface. As the right main gear departed the runway, it encountered soft terrain, and the aircraft spun quickly around to the right. During this sequence of events, the left wing and horizontal stabilizer contacted the surface of the ground.

The pilot later stated that he thought he may have had a partially deflated or flat tire on the left main landing gear.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	64, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	April 17, 2003
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	April 18, 2003
Flight Time:	6033 hours (Total, all aircraft), 600 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6497E
Model/Series:	185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18504050
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	May 5, 2003 Annual	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4292 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520-D30
Registered Owner:	Guy E. Vanarsdale	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	31°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lexington, OR (9S9)	Type of Flight Plan Filed:	None
Destination:	(9S9)	Type of Clearance:	None
Departure Time:	17:45 Local	Type of Airspace:	Class E

Airport Information

Airport:	Lexington 9S9	Runway Surface Type:	Asphalt
Airport Elevation:	1634 ft msl	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	4150 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	45.4575,-119.690277

Administrative Information

Investigator In Charge (IIC):	Anderson, Orrin
Additional Participating Persons:	Peyton E Starr; FAA/FSDO; Hillsboro, OR
Original Publish Date:	June 2, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=57352

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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](#).