



National Transportation Safety Board Aviation Accident Factual Report

Location:	CAMAS, WA	Accident Number:	SEA96LA045
Date & Time:	01/03/1996, 1400 PST	Registration:	N6297P
Aircraft:	PIPER PA-24-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

On January 3, 1996, at 1400 Pacific standard time, a Piper PA-24- 250, N6297P, was landed with the landing gear retracted at Grove Field, Camas, Washington. Visual meteorological conditions prevailed at the time and no flight plan was filed. The airplane was substantially damaged and the private pilot, the sole occupant, was not injured. The flight had departed from Sandy, Oregon, approximately five minutes prior to the accident.

The pilot reported that he forgot to extend the landing gear prior to touch down on runway 25.

The occurrence was not reported until January 10, 1996. The damage to the airplane could not be assessed until January 25, 1996, due to limited access to the airplane.

Pilot Information

Certificate:	Private	Age:	68, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	12/29/1994
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3500 hours (Total, all aircraft), 1000 hours (Total, this make and model), 4 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N6297P
Model/Series:	PA-24-250 PA-24-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	24-1408
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	01/18/1995, Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	5 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2396 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-540-A1C5
Registered Owner:	WILBERT L. MEHRER	Rated Power:	250 hp
Operator:	WILBERT L. MEHRER	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18° C
Precipitation and Obscuration:			
Departure Point:	SANDY, OR (S48)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1355 PST	Type of Airspace:	Class G

Airport Information

Airport:	GROVE FIELD (WA10)	Runway Surface Type:	Asphalt
Airport Elevation:	420 ft	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	2710 ft / 40 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	DEBRA J ECKROTE
Additional Participating Persons:	LEWIS SANDERS; HILLSBORO, OR
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/ .