



# National Transportation Safety Board Aviation Accident Final Report

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

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## Analysis

THE PILOT REPORTED THAT HE FORGOT TO EXTEND THE LANDING GEAR PRIOR TO TOUCHDOWN ON THE RUNWAY.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Failure of the pilot to ensure that the landing gear was extended before landing.

## Findings

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Occurrence #1: WHEELS UP LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. (C) GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND

## Factual Information

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

<b>Certificate:</b>	Private	<b>Age:</b>	68, Male
<b>Airplane Rating(s):</b>	Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<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 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	12/29/1994
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3500 hours (Total, all aircraft), 1000 hours (Total, this make and model), 4 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N6297P
<b>Model/Series:</b>	PA-24-250 PA-24-250	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	24-1408
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	01/18/1995, Annual	<b>Certified Max Gross Wt.:</b>	2800 lbs
<b>Time Since Last Inspection:</b>	5 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2396 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-540-A1C5
<b>Registered Owner:</b>	WILBERT L. MEHRER	<b>Rated Power:</b>	250 hp
<b>Operator:</b>	WILBERT L. MEHRER	<b>Operating Certificate(s) Held:</b>	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	Report Date:	05/09/1996
Additional Participating Persons:	LEWIS SANDERS; HILLSBORO, OR		
Publish Date:			
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 <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> .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).