



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Mineral Wells, TX	<b>Accident Number:</b>	CEN09CA169
<b>Date &amp; Time:</b>	02/02/2009, 1850 CST	<b>Registration:</b>	N5451P
<b>Aircraft:</b>	PIPER PA-24-250	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

While departing the airport, the airplane's landing gear system failed to fully retract when actuated by the private pilot. Several attempts were made by the pilot to fully lower the landing gear, including the use of the "emergency landing gear system." The pilot elected to return to the airport and land in the grass parallel to the runway. During the landing the airplane's firewall was damaged. An inspection conducted on the airplane revealed that the wire cables which operate the landing gear were insufficiently lubricated during the previous annual inspection which was accomplished 18 days prior to the accident.

## Flight Events

Prior to flight - Aircraft maintenance event  
Initial climb - Sys/Comp malf/fail (non-power)  
Landing - Landing gear not configured

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The failure of the airframe and power plant mechanic to ensure proper lubrication of wire cables in the landing gear system during the annual inspection which precluded safe operation of the landing gear system.

## Findings

Aircraft-Aircraft systems-Landing gear system-Gear extension and retract sys-Not serviced/maintained - C  
Aircraft-Aircraft systems-Landing gear system-Gear extension and retract sys-Failure - C  
Personnel issues-Task performance-Maintenance-Scheduled/routine maintenance-Maintenance personnel - C

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	64
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	2300 hours (Total, all aircraft), 700 hours (Total, this make and model), 15 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	PIPER	<b>Registration:</b>	N5451P
<b>Model/Series:</b>	PA-24-250	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	On file	<b>Engine Manufacturer:</b>	Lycoming
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	O-540
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	MWL	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Dusk	<b>Wind Speed/Gusts, Direction:</b>	5 knots, 200°
<b>Temperature:</b>	10° C / -13° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Mineral Wells, TX (MWL)	<b>Destination:</b>	Mineral Wells, TX (MWL)

## Airport Information

<b>Airport:</b>	Mineral Wells Airport (MWL)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	N/A	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Jason T Aguilera	<b>Adopted Date:</b>	05/12/2009
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	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.