



Aviation Investigation Factual Report

Location:	Odessa, Texas	Accident Number:	FTW03LA063
Date & Time:	December 13, 2002, 15:30 Local	Registration:	N6068P
Aircraft:	Piper PA-24-180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On December 13, 2002, at 1530 central standard time, a Piper PA-24-180, airplane, N6068P, sustained substantial damage during a gear-up landing at the Odessa-Schlemeyer Airport, near Odessa, Texas. The airplane was owned and operated by the pilot under 14 Code of Federal Regulations Part 91. The private pilot, sole occupant, was not injured. Visual meteorological conditions prevailed for the local flight, and a flight plan was not filed. The personal flight originated from the Odessa-Schlemeyer Airport approximately 1330.

On the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2) the pilot reported that the flight returned to the airport from the local area and entered left downwind for runway 16. During the before landing checks, the pilot thought that he had extended the landing gear. However, after the landing/flare, he realized that he did not have the landing gear down. The airplane came in contact with the runway, skidded 1,000-1,200 feet, then exited the runway into grass, weeds, and soft dirt before coming to rest. With the assistance of airport personnel, the airplane was lifted, the landing gear manually extended, and the airplane towed to the hangar.

The private pilot had accumulated 893 hours of flight time, of which 282 hours was in the accident make and model of retractable gear airplane.

The pilot and the FAA inspector, who responded to the accident site, found substantial damage to the lower forward cockpit structures and the engine firewall. The propeller was found bent.

Pilot Information

Certificate:	Private	Age:	60, 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):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	January 8, 2002
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	January 19, 2002
Flight Time:	893 hours (Total, all aircraft), 282 hours (Total, this make and model), 686 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N6068P
Model/Series:	PA-24-180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-1164
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	August 12, 2002 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	42 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4323 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360-A1A
Registered Owner:	David M. Baldwin	Rated Power:	180 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:	ODO,3004 ft msl	Distance from Accident Site:	
Observation Time:	15:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	12°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Odessa, TX (ODO)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:30 Local	Type of Airspace:	Class E

Airport Information

Airport:	Odessa-Schlemeyer ODO	Runway Surface Type:	Asphalt
Airport Elevation:	3004 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	5003 ft / 75 ft	VFR Approach/Landing:	Full stop;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:	28.689851,-97.209274(est)

Administrative Information

Investigator In Charge (IIC): Roach, Joyce

Additional Participating Persons: Juan Rivera; FAA FSDO; Lubbock, TX

Report Date: April 29, 2003

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=56235>

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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](#).