



Aviation Investigation Preliminary Report

Location:	Odessa, TX	Accident Number:	CEN26LA103
Date & Time:	February 1, 2026, 14:30 Local	Registration:	N95AB (A1); N6780W (A2)
Aircraft:	Beech V35B (A1); Piper PA28 (A2)	Injuries:	2 None (A1); 2 None (A2)
Flight Conducted Under:	Part 91: General aviation - Instructional (A1); Part 91: General aviation - Personal (A2)		

On February 1, 2026, about 1430 central standard time, a Beech V35B, N9AB, and a Piper PA28-140, N6780W, were substantially damaged when they were involved in an accident near Odessa, Texas. None of the occupants, 2 in each airplane, were injured. Both airplanes were operated as Title 14 *Code of Federal Regulations* Part 91 personal flights.

According to a statement from the pilot of N9AB, about 10 nautical miles from Odessa Airport-Schlemeyer Field (KODO), Odessa, Texas, when he had KODO in sight, he cancelled his IFR flight plan, checked the automated weather observing system (AWOS), and made an announcement on the common traffic advisory frequency (CTAF) for KODO. He reported that he flew over the airport at 4,500 feet msl, entered a left downwind for runway 11 and transmitted, "N9AB on downwind for 11." He reported having made a normal landing on runway 11, and when he started to apply the brakes, he noticed a single-engine airplane on the runway. The pilot immediately applied full power and raised the nose of the airplane to get off the ground and avoid the other airplane. He felt the undercarriage of his airplane impact the other airplane, and subsequently he lost control of the airplane.

According to the statement from the pilot of N6780W, he planned to take off from runway 20 and was monitoring the CTAF. According to the pilot the fixed-base operator had told N95AB runway 20 was the favored runway and that N95AB had acknowledged to use runway 20 to land. He heard no further radio transmissions from N95AB. He proceeded northbound toward runway 20 and had to cross two runways. He stated that before crossing each runway, "we visually cleared both directions and detected no traffic." He then went on to say, that while crossing runway 11/29, "we again looked right, then left, and at that moment caught a brief glimpse of an approaching aircraft." At that time, he stated his airplane was about three

quarters of the way across the runway. Full braking was applied to avoid the oncoming airplane but despite braking his airplane was struck by N95AB which appeared to be attempting a landing or possible go around on runway 11.

On site examination of the airplanes showed that N95AB went through the windscreen of N6780W and struck the instrument panel and other structure which resulted in substantial damage to the fuselage forward of the cockpit a-pillars. N95AB was substantially damaged and came to rest off the side of the runway with its left wing partially separated.

Aircraft and Owner/Operator Information (A1)

Aircraft Make:	Beech	Registration:	N95AB
Model/Series:	V35B	Aircraft Category:	Airplane
Amateur Built:			
Operator:	On file	Operating Certificate(s) Held:	None
Operator Designator Code:			

Aircraft and Owner/Operator Information (A2)

Aircraft Make:	Piper	Registration:	N6780W
Model/Series:	PA28 140	Aircraft Category:	Airplane
Amateur Built:			
Operator:	On file	Operating Certificate(s) Held:	None
Operator Designator Code:			

Meteorological Information and Flight Plan

Conditions at Accident Site:	VMC	Condition of Light:	Day
Observation Facility, Elevation:	KODO,2983 ft msl	Observation Time:	14:00 Local
Distance from Accident Site:	0 Nautical Miles	Temperature/Dew Point:	9°C /-3°C
Lowest Cloud Condition:	Clear	Wind Speed/Gusts, Direction:	
Lowest Ceiling:	None	Visibility:	10 miles
Altimeter Setting:	30.34 inches Hg	Type of Flight Plan Filed:	
Departure Point:		Destination:	

Wreckage and Impact Information (A1)

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	31.921014,-102.38889

Wreckage and Impact Information (A2)

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	31.921014,-102.38889

Administrative Information

Investigator In Charge (IIC):	Miller, Bradley
Additional Participating Persons:	John C. Simms; FAA; Lubbock, TX
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.