

**NORMAN Y. MINETA  
SAN JOSE INTERNATIONAL AIRPORT  
(SJC)  
AIRCRAFT EMERGENCY / INCIDENT REPORT**

Date/Time Reported: **06/20/2009 1318 HRS**

Date/Time Occurred: **06/20/2009 1318 HRS**

Aircraft Make: **Mooney**

Model: **M20TN**

N #: **N411JL**

PIC: **John Neal Latta**

Flight #: **N/A**

No. of SOB: **1 pax, 1 crew**

Aircraft Registered Owner/Airline: **(Same as PIC)**

Address: -----, **Alexandria VA 22308**

Weather: **VMC**

Active RWY: **30/29**

RWY Used: **29**

Airport Property Damage: **NO**

Witness #1: **Francisco A. Flores**

Home Phone -----

Witness #2:

Home Phone

Emergency Declared By: **PIC**

Alert Type: **III**

**Nature of Emergency:** While attempting to land at Palo Alto Airport (PAO), the PIC stated that a gust of wind pushed his aircraft off the runway, which resulted in the aircraft striking a bush. The PIC initiated a go-around and circled back to perform a low pass over the airfield for the Air Traffic Control Tower (ATCT) to inspect the landing gear. PAO ATCT observed the nose wheel was down, the left main gear was down, but the right main gear was only partially extended by approximately 30 degrees. The PIC flew to SJC and performed a low pass over the airfield and SJC ATCT also stated that the landing gear was fully extended, with the exception of the right main gear. The PIC did try to extended the landing gear manually with no success. The PIC was cleared to land on Runway 29 and upon touch down, the aircraft's landing gear collapsed. The aircraft slid on its belly for approximately 1000 ft and came to rest at the intersection of Runway 29 and Taxiway Golf. There was no leak from the aircraft's fuel tanks; however, a brake fluid leak of approximately 0.25 gals spilled from the aircraft's right main landing gear. Airport Operations cleaned the spill per established procedures (no storm drains affected). The aircraft's propeller, belly, engine, and a portion of the left wing and right wing flaps received major damage. The PIC stated that striking the bushes in PAO may have caused a malfunction to the landing gear.

**Incident Resolution:** Airport Operations, SJFD, and SJPD-AD responded. Airport Operations observed the aircraft perform a low pass over the airfield and observed the landing gear collapse upon the aircraft's landing. Airport Operations closed Runway 29 at 1328 hrs and the Airport Electrician installed the runway closure markers. The PIC and Mrs. Linda Grandov (PIC's sister) departed the aircraft with no injuries. Airport Operations contacted the National Transportation Safety Board (Tealeye Cornejo 310-463-6106 cell & 310-380-5659), the FAA Duty Officer (Jim Meloon 310-725-3300), and Atlantic San Jose (ASJ) for assistance with aircraft removal. SJFD returned to Station 20; however, Engine 20D remained with the aircraft until it could be visually confirmed there was no fuel leak under the belly. The NTSB released the aircraft at 1410 hrs and Airport Operations escorted ASJ personnel to the runway in order to begin the aircraft removal process. At 1430 hrs, Engine 20D returned to Station 20. At 1500 hrs the aircraft was removed from the runway using two forklifts and placing the plane on a large wheeled platform. The aircraft was then towed by ASJ. Airport Maintenance removed the runway closure markers. Airport Operations inspected and re-opened Runway 29 at 1520 hrs. The aircraft was transported to ASJ and stored until the FAA and NTSB can perform a full inspection. ENS, update ENS, and recovery ENS were sent. Airport PIO and Airport Operations Deputy Director were notified. Pictures available on: S/operations/airside/photos/Mooney 062009.

Prepared By: **FRANCISCO A. FLORES**

Date: **06/20/2009**

Distribution: Original To File

Copies: Ops Manager, Ops Supt.