



Aviation Investigation Final Report

Location:	LOS ANGELES, California	Incident Number:	LAX87IA326
Date & Time:	September 7, 1987, 20:55 Local	Registration:	N5826Q
Aircraft:	MOONEY M20C	Aircraft Damage:	Minor
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT RPRTD THAT BEFORE LANDING, HE WENT THRU THE LANDING CHECKLIST, BUT THE GREEN GEAR LIGHT DID NOT ILLUMINATE. HE CONTD THE LANDING, & SUBSEQUENTLY, THE ACFT TOUCHED DOWN & CAME TO REST WITH THE GEAR RETRACTED. THERE WAS EVIDENCE THE GEAR WAS RETRACTED WHEN THE ACFT TOUCHED DOWN. THE GEAR HANDLE WAS FOUND IN THE UP (RETRACTED) POSITION. AFTER THE ACFT WAS RAISED, THE GEAR WOULD EXTEND & OPERATE NORMALLY. POLICE SUSPECTED THE PLT WAS UNDER THE INFLUENCE OF ALCOHOL. A TEST SHOWED HE HAD A BLOOD/ALCOHOL LEVEL OF 0.089%.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be:

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) JUDGMENT - POOR - PILOT IN COMMAND
2. (C) IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND

3. (C) GEAR DOWN AND LOCKED - NOT IDENTIFIED - PILOT IN COMMAND
4. (C) WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	46, 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:	Yes
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	December 30, 1986
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	617 hours (Total, all aircraft), 204 hours (Total, this make and model), 13 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N5826Q
Model/Series:	M20C M20C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	3122
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	November 5, 1986 Annual	Certified Max Gross Wt.:	2575 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1905 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-A1D
Registered Owner:	JAMES L. MCCOY	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/bright
Observation Facility, Elevation:	BUR	Distance from Accident Site:	
Observation Time:	20:46 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 20000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	23°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BIG BEAR CITY , CA (L35)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	19:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	WHITEMAN WHP	Runway Surface Type:	Asphalt
Airport Elevation:	1004 ft msl	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	3725 ft / 40 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	34.069816,-118.309997(est)

Administrative Information

Investigator In Charge (IIC):	Leighton, Russell
Additional Participating Persons:	JIM FORD; VAN NUYS , CA
Original Publish Date:	May 1, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=25440

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).