



Aviation Investigation Final Report

Location:	HYAMPOM, California	Accident Number:	LAX94LA175
Date & Time:	March 28, 1994, 16:30 Local	Registration:	N4045N
Aircraft:	MOONEY M-20C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE ON THE DOWNWIND LEG, THE PILOT FAILED TO PROPERLY ENGAGE THE LANDING GEAR HANDLE IN THE EXTENDED POSITION LOCKING MECHANISM. DURING THE LANDING ROLL-OUT, THE LANDING GEAR HANDLE DISLODGED FROM THE LOCKING MECHANISM AND THE LANDING GEARS RETRACTED. THE POST ACCIDENT EXAMINATION OF THE LANDING GEAR LOCKING MECHANISM REVEALED NO EVIDENCE OF ANY PREEXISTING MALFUNCTIONS OR FAILURES. THE LANDING GEAR LOCKING MECHANISM OPERATED NORMALLY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO FOLLOW PROPER PROCEDURES BY ASSURING THAT THE LANDING GEAR LOCKING MECHANISM WAS PROPERLY ENGAGED.

Findings

Occurrence #1: GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

1. (C) GEAR DOWN AND LOCKED - NOT ATTAINED - PILOT IN COMMAND

Factual Information

On March 28, 1994, at 1630 hours Pacific standard time, a Mooney M-20C, N4045N, gear collapsed while landing on runway 14 at Hyampom Airport, Hyampom, California. The pilot was completing a visual flight rules personal flight. The airplane, registered to and operated by the pilot, sustained substantial damage. Neither the certificated private pilot nor any of the three passengers were injured. Visual meteorological conditions prevailed. The flight originated at Hayfork Airport, Hayfork, California, at 1615 hours.

The pilot reported in a telephone interview conducted on March 28, 1994, that the landing gear is a mechanically operated system. During the landing roll, the landing gear handle disengaged from its latching mechanism and the landing gears retracted. He also said that he encountered turbulence when he extended that landing gear.

The Safety Board retained Mr. Paul Israel, General Aviation Enterprises, Hayfork, California, to examine the airplane's landing gear system. Mr. Israel reported that he was unable to dislodge the handle (aka Johnson Bar) after placing the airplane on jacks with the landing gear extended. The handle was in the locked position. He also said that he did not find any landing gear system defects.

Pilot Information

Certificate:	Private	Age:	44, 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):	Airplane single-engine; None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 24, 1993
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1566 hours (Total, all aircraft), 1519 hours (Total, this make and model), 69 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N4045N
Model/Series:	M-20C M-20C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Provisional (Special)	Serial Number:	680025
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	June 1, 1993 Annual	Certified Max Gross Wt.:	2575 lbs
Time Since Last Inspection:	217 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3770 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-360-A1D
Registered Owner:	MEREDITH, RANDALL J.	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:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 8000 ft AGL	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HAYFORK , CA (Q72)	Type of Flight Plan Filed:	None
Destination:	(Q75)	Type of Clearance:	None
Departure Time:	16:10 Local	Type of Airspace:	Class G

Airport Information

Airport:	HYAMPOM Q75	Runway Surface Type:	Asphalt
Airport Elevation:	1250 ft msl	Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	2980 ft / 60 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	40.599731,-123.400405(est)

Administrative Information

Investigator In Charge (IIC):	Llorente, A.
Additional Participating Persons:	TERRY L GORDON; OAKLAND , CA
Original Publish Date:	November 14, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=28706

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