



Aviation Investigation Final Report

Location:	Chino, California	Accident Number:	LAX01LA148
Date & Time:	April 8, 2001, 17:30 Local	Registration:	N6240P
Aircraft:	Piper PA-24-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane landed with the landing gear retracted. The pilot said he initiated a go-around on his first attempted landing because the runway wasn't clear. He forgot that he raised his landing gear. He was wearing a new noise attenuating headset that changed the sounds he normally heard when flying his airplane. He did not recognize the gear warning horn during the accident landing. He recalled that the gear warning horn was still sounding as he removed his headset.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to extend the landing gear. A factor was the pilot's failure to use the landing checklist.

Findings

Occurrence #1: WHEELS UP LANDING
Phase of Operation: LANDING

Findings

1. (C) WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
2. (F) CHECKLIST - NOT USED - PILOT IN COMMAND

Factual Information

On April 8, 2001, about 1730 hours Pacific daylight time, a Piper PA-24-250, N6240P, sustained substantial damage when it made a wheels up landing on runway 26 at Chino, California. The commercial pilot/owner was operating the airplane under the provisions of 14 CFR Part 91. The pilot, the sole occupant, was not injured. The personal flight departed Corona, California, about 1720. Visual meteorological conditions prevailed and no flight plan had been filed. This occurrence was upgraded to an accident on April 19, 2001, after an inspection revealed damage to structural airframe components.

The Federal Aviation Administration accident coordinator interviewed the pilot. The pilot said he initiated a go-around on his first attempted landing because the runway wasn't clear. He forgot that he raised his landing gear. He was wearing a new noise attenuating headset that changed the sounds he normally heard when flying his airplane. He did not recognize the gear warning horn during the accident landing. He recalled that the gear warning horn was still sounding as he removed his headset.

Pilot Information

Certificate:	Commercial	Age:	65, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	January 22, 2001
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	August 22, 1999
Flight Time:	4000 hours (Total, all aircraft), 2400 hours (Total, this make and model), 4000 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N6240P
Model/Series:	PA-24-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-1345
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	August 1, 2000 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	99 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3842 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-540-A1-C5
Registered Owner:	JEROME A. AKEN	Rated Power:	250 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:	CNO,650 ft msl	Distance from Accident Site:	
Observation Time:	16:52 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	14°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CORONA, CA (AJO)	Type of Flight Plan Filed:	None
Destination:	Chino, CA (CNO)	Type of Clearance:	VFR
Departure Time:	17:20 Local	Type of Airspace:	Class D

Airport Information

Airport:	CHINO CNO	Runway Surface Type:	Asphalt
Airport Elevation:	650 ft msl	Runway Surface Condition:	Dry
Runway Used:	26R	IFR Approach:	None
Runway Length/Width:	4856 ft / 150 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:	34.000537,-117.680763(est)

Administrative Information

Investigator In Charge (IIC):	Plagens, Howard
Additional Participating Persons:	Dan Baker; Federal Aviation Administration; Riverside, CA
Original Publish Date:	November 28, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=52105

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