



Aviation Investigation Final Report

Location:	Lincoln, California	Accident Number:	LAX03CA203
Date & Time:	June 12, 2003, 11:40 Local	Registration:	N1156N
Aircraft:	Mooney M20J	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that he failed to lower the landing gear because he was distracted by other aircraft in the pattern. He did not notice the gear up warning horn or that the aircraft was handling differently. There were no preimpact mechanical problems noted with the airplane.

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 prior to landing.

Findings

Occurrence #1: WHEELS UP LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

- Findings
1. (C) GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND

Factual Information

On June 12, 2003, about 1140 Pacific daylight time, a Mooney M20J, N1156N, made a gear up landing at Lincoln Regional Airport (LHM), Lincoln, California. The borrowed airplane was being operated under the provisions of 14 CFR Part 91 as a personal flight. The private pilot, the sole occupant, was not injured; the airplane sustained substantial damage. The local flight departed LHM about 1045. Visual meteorological conditions prevailed, and a flight plan had not been filed. The primary wreckage was at 38 degrees 54 minutes north latitude and 121 degrees 21 minutes west longitude.

The pilot reported in the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2) that he failed to lower the landing gear because he was distracted by other aircraft in the pattern. He did not notice the gear up warning horn or that the airplane was handling differently. The pilot stated there were no mechanical failures.

Pilot Information

Certificate:	Private	Age:	71, 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:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	October 4, 2001
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	July 11, 2001
Flight Time:	939 hours (Total, all aircraft), 328 hours (Total, this make and model), 800 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Mooney	Registration:	N1156N
Model/Series:	M20J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-1251
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	July 11, 2002 Annual	Certified Max Gross Wt.:	2740 lbs
Time Since Last Inspection:	93 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1940.2 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-360-A3B6D
Registered Owner:	On file	Rated Power:	200 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	AUN,1531 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	11:30 Local	Direction from Accident Site:	240°
Lowest Cloud Condition:	Clear	Visibility	8 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.93 inches Hg	Temperature/Dew Point:	16°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lincoln, CA (LHM)	Type of Flight Plan Filed:	None
Destination:	Lincoln, CA (LHM)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Lincoln Regional Airport LHM	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	6001 ft / 100 ft	VFR Approach/Landing:	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:	38.909168,-121.351112

Administrative Information

Investigator In Charge (IIC):	Rich, Jefferey
Additional Participating Persons:	Jim Kelley; Federal Aviation Administration; Sacramento, CA
Original Publish Date:	September 30, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=57277

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](#).