

After contacting Mobile Downtown Tower approximately 9-10 miles east of the field, I began to setup for a straight-in approach for runway 32. Once I was on a 3 mile final, I made a report as requested by the controller. It was at this point that I began to lower the flaps. Once I was 1 mile from the runway, I put in the final 10 degrees of flaps, having all 30 degrees lowered. When I was approximately 2 miles from the runway I began to compensate for being above glide path by decreasing power to idle. During the approach I failed to complete the CGUMPS checklist. With the landing gear in the up position, the gear warning horn failed to sound when the manifold pressure was retarded below 12 inches and when the flaps were lowered beyond 20 degrees. The approach then ended with a gear up landing.

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Total Time: 343.2

Time in Aircraft: 17.1