



National Transportation Safety Board Aviation Accident Final Report

Location:	Clearwater, FL	Accident Number:	ERA16CA080
Date & Time:	01/04/2016, 0945 EST	Registration:	N275X
Aircraft:	BEECH 200	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot of the multiengine turbine-powered airplane departed on a positioning flight to a nearby airport to have the flaps examined. The pilot performed the landing checklist, which included extending the landing gear when the airplane was about 7 miles from the destination airport. Upon contacting the control tower, he was informed that the airplane was number two to land and was provided a vector for sequencing. After about 4 minutes, the pilot was instructed to turn toward the airport and cleared to land. The pilot stated that during his preparation for a no flap landing, he forgot that he had retracted and not subsequently lowered the landing gear. During the landing flare, the control tower stated "gear" and he attempted to abort the landing; however, the airplane contacted the runway and slid to a stop, about 2,500 feet beyond the beginning of the runway. A fuel bladder leak resulted in a fire in the area of the left engine nacelle and substantial damage to the left wing. The pilot stated that he did not hear a landing gear warning horn prior to the accident. According to the airplane flight manual, the landing gear warning would activate intermittently with the gear not down below a certain power setting. Postaccident damage precluded a functional check of the landing gear warning system; however, the pilot stated that he utilized additional power during the no flap landing and that he did not recall the specific power setting used. He further reported about 12,600 hours of total flight experience, which included about 955 hours in the same make and model as the accident 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 properly configure the airplane's landing gear prior to landing, which resulted in a gear-up landing.

Findings

Aircraft	Configuration - Not attained/maintained (Cause)
Personnel issues	Use of equip/system - Pilot (Cause)

Factual Information

History of Flight

Landing-flare/touchdown	Landing gear not configured (Defining event)
Landing-landing roll	Abnormal runway contact

Pilot Information

Certificate:	Commercial	Age:	73, Male
Airplane Rating(s):	Multi-engine Land; 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 2 Without Waivers/Limitations	Last Medical Exam:	03/23/2015
Occupational Pilot:	No	Last Flight Review or Equivalent:	11/22/2014
Flight Time:	12594 hours (Total, all aircraft), 954 hours (Total, this make and model), 11920 hours (Pilot In Command, all aircraft), 33 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BEECH	Registration:	N275X
Model/Series:	200 UNDESIGNAT	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	BB-502
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:	02/26/2015, Annual	Certified Max Gross Wt.:	12500 lbs
Time Since Last Inspection:		Engines:	2 Turbo Prop
Airframe Total Time:	907 Hours	Engine Manufacturer:	Pratt & Whitney Canada
ELT:	Installed, not activated	Engine Model/Series:	PT6A-41
Registered Owner:	SKYWAY AIRCRAFT INC	Rated Power:	850 hp
Operator:	SKYWAY AIRCRAFT INC	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PIE, 11 ft msl	Observation Time:	0853 EST
Distance from Accident Site:	0 Nautical Miles	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	13° C / 7° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	10 knots, 10°	Visibility (RVR):	
Altimeter Setting:	30.05 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ST PETERSBURG, FL (SPG)	Type of Flight Plan Filed:	None
Destination:	Clearwater, FL (PIE)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class C

Airport Information

Airport:	ST PETE-CLEARWATER INTL (PIE)	Runway Surface Type:	Asphalt
Airport Elevation:	10 ft	Runway Surface Condition:	Dry
Runway Used:	36R	IFR Approach:	None
Runway Length/Width:	9730 ft / 150 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	27.908611, -82.686389 (est)

Administrative Information

Investigator In Charge (IIC):	Luke Schiada	Adopted Date:	03/14/2016
Additional Participating Persons:	Linda M Nevin; FAA/FSDO; Tampa, FL		
Publish Date:	03/14/2016		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=92528		

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