

Inspector Statement for N275X

January 4, 2016, I was assigned to investigate an aircraft that had landed gear up at PIE.

Upon arrival at the scene I noted that the aircraft had caught fire caused by sliding down the runway and sheet metal puncturing the fuel bladder. Pilot came up to me and stated I made a mistake I did not go through my checklist again and failed to put the gear down.

The aircraft was a 1979 Beechcraft 200, Serial Number BB-502. The aircraft was deemed destroyed.

[REDACTED]

Linda M. Nevin

Aviation Safety Inspector

SO-FSDO-35, Tampa

[REDACTED]

1979 King Air 200 N275X Accident Report

Date: 1/4/2016

At around 9:45 AM I departed KSPG on a maintenance flight to KPIE to take the aircraft to Clearwater Aviation to have the Flaps checked. The flaps circuit breaker would not reset. The weather was clear.

I departed with a no flap takeoff on runway 07 at Albert Whitted (KSPG) and had Whitted tower give me a squawk code for PIE. After departure I made a left turnout to 270 Degrees and headed to KPIE. I was approximately seven miles out and went thru my landing check list. I put the gear down for landing and called PIE tower. I expected to be cleared to land on 36 right. But the tower controller at PIE told me to turn to 270 degrees and would be number two arrival for the airport for runway 36 right because an Allegiant Air was on a seven mile final. At that time I retracted the gear and turned to 270 degrees and climbed. After about four minutes, the controller had me turn back to the right and continue to final and cleared me to land. My attention was now drawn to getting the aircraft configured for a no flap landing. I had previously completed the landing check and was concentrating on the landing and forgot that I had retracted the landing gear. I did not hear any warning sounds that the gear was up while on the final approach. On flare out I heard the tower call GEAR. I attempted to go around but it was too late!! I was able to keep the aircraft going straight down the runway. The aircraft came to a complete stop around 2500 feet down runway 36R. I was trying to secure the aircraft when I noticed the left engine and nacelle was on fire. The cabin filled with smoke quickly, but I was able to exit the aircraft thru the aft cabin door. The fire built so quickly. The fire department responded quickly and extinguished the flames. There is extensive damage to the aircraft due to the fire. But I was safe and uninjured except for my pride.

LARRY PETERS

