

On 01/27/2017, at approximately 2044 Zulu, at Palm Beach International Airport, a Beechcraft king Air BE-20, registration N60RA, operated by Eastern Air Express Inc., a 14 CFR Part 135 operator, landed on runway 28R and went off the runway with gears collapsed.

On 01/30/2017 Inspectors from this office contacted Eastern Air Express Inc.'s Director of Operations (DOO) and Director of Maintenance (DOM) to interview the pilots involved and to inspect aircraft N60RA and inspect aircraft maintenance records.

02/02/2017 Conducted interview of the pilot in command (PIC) and the occupant.

The PIC stated that the event occurred on January 27th at 2250 UTC in a flight originating from Treasure Cay Airport (MYAT) to PBI with no passengers onboard. PIC stated that all required preflights and postflights and all checklists were performed as is standard company procedures and everything was normal with no discrepancies or anything unusual found, on approach he put flaps down and gear down and confirmed "3 greens", approach glide path was slightly higher due to a larger airplane landing ahead. Touchdown was normal but a few seconds later he felt a sinking feeling and then saw sparks outside the cockpit windows and then aircraft started turning to the right side of the runway, when they came to a complete stop the PIC glanced down and noticed that the landing gear handle was up, and in disbelief PIC said "how did the gear handle get up?" and immediately moved the gear handle down. PIC then called the tower and told them they were both ok and they responded that there were emergency vehicles on their way, PIC then shut down engines and exited the aircraft.

The other occupant stated that he was sitting on the right seat as an observer and was not flying the aircraft, he also stated that landing was normal with flaps and gear down with "3 greens", shortly after landing aircraft began sinking and going to the right side of the runway, after PIC shut engines down he heard PIC saying something like " the gear handle is up" and pushed it to the down position, occupant then exited the aircraft.

Inspection of aircraft N60RA revealed damage to both engines' propeller blades, nose landing gear damaged and up lock actuator went through the top of the nose, both main landing gears down and locked mechanisms were sheared from impact. Engine fuel pumps on both engines were cracked from impact, the pressure vessel by copilot's side near rudder pedals was punctured by one of the right hand propeller blade tips creating a hole in the skin approximately six inches long and two inches wide and also damaging a rib/longeron. The findings of this inspection indicate that the aircraft received substantial damage that will require major repair or replacement of the affected components, as defined by 49 CFR 830.2, and FAA order 8020.11C, qualifying this occurrence as an accident.