

the following is in regarding the Gear up landing of 4445T at clearwater airpark on 7/23/21. After conducting private multi training with a new student on his second flight, we were returning to the airport from KPIE after conducting maneuvers, an approach, and pattern work. As this is a quick transition, I was helping the student pick-up weather and started communication with the other aircraft in the traffic pattern. As we were still about 3 nm away from the airport there was a bit of confusion with another aircraft in the downwind and one trying to take off, in addition to our entering the pattern. We informed the downwind to base traffic that we would come in #2 behind him. At this point my student started to configure the aircraft for landing. Our procedure is to go flaps to T/O, gear down (waiting on 3 green) then come back for full flaps. I observed him execute that checklist including putting the props full forward, although in the quick approach to land I don't remember looking for the three green indicators. Continuing our approach, an aircraft called for an immediate departure with another aircraft now on a short approach. These two aircraft were now in very close proximity to each other and had caught my concern. During this critical phase I did not confirm that my student had completed a gumps check, and we continued the approach. Upon touch down the mistake was clear, we slid for about 300Ft coming to a rest on centerline. I asked the student if he was ok, shut the aircraft down, and issued an aircraft evacuation order.

Jason Paul



Total time: 3015.5
Last 90 Days: 60.1
Last year: 322.6
Time in 2006T: 178.9