

## The Accident

I am Randolph Reeder Snell, PIC of N15VK (owned by Snell Aviation LLC) which landed gear up at Albert Whitted Airport (KSPG) at approximately 1617 EDT on March 13, 2019. N15VK is a 1970 BE55 (E55) Baron based at KSPG.

There was one passenger, Anthony Robert Shook, who was in the front right seat. This Baron has a throw-over single yoke which was deployed to my (pilot) position.

We were returning from a flight to Lakeland (KLAL) and had departed KLAL at 1515. From Lakeland we had flown southwest to the coast south of Sarasota, FL, then flown north offshore along the coast. I made an initial call to Whitted tower from a standard reporting point (the Don Cesar Hotel) on St. Pete Beach and was cleared for a right base entry for landing on runway 18. There was little traffic and I was cleared to land before entering the pattern.

I had completed the approach check list prior to my initial call. As we entered the traffic pattern I deployed approach flaps as I normally do. I did not lower the landing gear. On base I deployed full flaps and turned final.

I normally lower landing gear after setting approach flap extension and before setting landing flap extension, and confirm via GUMP flow and follow-up with the use of the checklist. I failed to do so on this flight.

The gear warning aural alert never sounded even as I reduced power further on final. It never came on at all during any phase of flight.

There was a direct left crosswind (quartering head and tail) and I was concentrating on maintaining aircraft control and position over the centerline. As we entered the flare the tower called for a go-around as we touched down at stall speed, the stall horn sounding, before I could respond.

The aircraft slid and drifted right of centerline, coming to a stop between taxiways C and B. I directed the pilot-rated passenger to open the door and exit the aircraft. I cut fuel and electrical power to the airplane to reduce the risk of post-crash fire prior to exiting the aircraft. Neither my passenger nor I suffered any injury.

## Contributing Factors

My pilot-rated passenger was visiting the area and I was pointing out things of interest on the ground during the flight up the coast and as we entered the pattern. I was distracted, causing a break in my usual flow and use of checklist.

Because Runway 7-25 was closed, we were landing on a shorter runway with a direct crosswind which made a greater than normal demand on my skills and attention.

## Follow Up

I attend yearly recurrent training in the BE55, to include an IPC and Flight Review as well as training on emergency procedures that are aircraft type specific. I have completed 2 hours of ground instruction with a CFI in response to this accident. Focus was spent on risk matrix assessment, the introduction to me of sterile cockpit principles when in workload intensive phases of flight— especially with another pilot on-board where discipline need only apply to the pertinent operation of the aircraft, as well as enhanced checklist discipline techniques to ameliorate the possibility of this event recurring in the future.

[REDACTED] 3-17-19

I am Anthony Shook, a passenger in the accident on Wednesday March 13th, 2019. I was riding along from KSPG to Lakeland and back. Everything seemed totally normal during landing. Rand Snell, the PIC, was audibly doing his flows and completed the approach checklist during the decent. I was looking out the window at the pools, homes, and marina as Rand was configuring the aircraft for landing and speaking with the KSPG tower. I remember glancing down and seeing that flaps were in full, but then looked up at the runway for the rest of the approach.

Rand was flying a controlled and stabilized approach. There was no audible gear warning of any kind to signal me that the gear wasn't down and locked and I was distracted by taking in the scenery around the airport. When Rand pulled the throttles all the way to idle, the tower controller called out a negative gear indication and to go around as the aircraft made contact with the runway. Once the plane came to a complete stop, I quickly opened the door and evacuated the aircraft.

Anthony Shook

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3-17-19