

On arrival at the Petaluma Municipal airport on 12/5/16 inspectors from the OAK FSDO talked with two individuals. One person we spoke to had witnessed the approach and landing of N84KJ and the other who had removed the aircraft off of the runway and lowered the gear.

Witness #1 ([REDACTED]) was at the airport to fly, he noticed the incident aircraft on final approach at a low speed and the gear was not down, approximately a third of the way down the runway. He immediately started flashing his lights in his vehicle to get the pilots attention. The incident aircraft then touched down and bounced back into the air and settled on the belly of the aircraft and slid approximately 100 feet to a stop. When he arrived at the side of the aircraft he noticed fuel leaking and yelled to the pilot. The pilot did not immediately respond and appeared to be unconscious. After just a few minutes the pilot responded. The pilot was removed from the aircraft, and complained of back pain. He was checked over by the paramedics and transported to the hospital.

Witness #2 ([REDACTED] [REDACTED]) was the mechanic that was called from Mangoon aviation and was tasked with getting the gear down to facilitate the removal of the aircraft from the runway. He arrived at the scene and secured the aircraft. The gear handle was in the gear up position. The maintenance personnel on scene noticed the gear was partially out of the well before starting to lift the aircraft. He overheard the pilot say he was distracted on final approach. He finished securing the fuel shutoff and extending the gear, and then moved the aircraft to the hangar.

Pilot Interview ([REDACTED]): On December 15 2016 a telephone interview was conducted with the pilot of the accident aircraft. He stated he was practicing on this flight for his upcoming check ride to get his commercial pilot certificate. The check ride was scheduled for the following day. He was flying a downwind leg at approximately 110 knots when he lowered his gear and turned to base and started performing "S" turns to allow spacing between his aircraft and a Cessna aircraft on the runway landing. He raised his gear to get his airspeed back up to 100 Knots as he stated he wasn't sure the Cessna pilot was initiating a full stop landing or a touch and go. The Cessna came to a stop and exited the runway. He then lowered his gear and did not get the "green Lights". He stated that his airspeed had dropped to approximately 77 knots When he raised the nose of the aircraft and started to apply the throttle. The aircraft stalled and came down "flat". The pilot suffered a disc injury to the L5 disc and is bedridden. He has a total of 3500 hours and 320 hours in this aircraft. The incident aircraft has an airframe time of 500 hours. He has a current Third Class Medical Certificate dated 02/09/2015.