

July 23, 2019

Re: N386Q

To whom it may concern in the FAA, this is my statement, about the landing of N386Q on 7/13/2019. After being release for departure, I stablISHED blue line, raised the landing gear and climbed to pattern attuite. The landing gear retracted as expected. On the downwind I deployed the landing gear and flaps at 15%. The plane settled in and established blue line. Once abeam the tower I started the G.U.M.P check and ran the appropriate checklist.

It was a very sunny Florida day with few clouds. With how bright it was outside, it was hard to tell if the landing gear indicator lights were illuminated so I turned a light off and then back on, thus confirming I had "One green" illuminated. On base I completed another G.U.M.P check and on final I did G.U.M.P for the 3rd time and deployed flaps the rest of the way down.

Upon landing it was a very smooth landing until I heard the noise of a prop strike and noticed the left prop curled. I then pulled back on the yoke to allow the plane to slide to a halt. As the plane started to slide, I notice the underside left wing was on fire. Once the plane came to a halt the flames shot up on both sides of the wing from underneath. Very quickly the flame ran to the right side of the wing and shot up on both sides. I took off everything the was on my person to make sure nothing would stop my speedy exit from the pane. To get out of the plane I had to jump through the flame on the right wing that was shooting up from underneath.

If there are any questions, I can be available to discuss them.

Robin Neilen

