



## NATIONAL TRANSPORTATION SAFETY BOARD

Eastern Region – Ashburn, Virginia

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### Summary of Email

Date: November 28, 2020 at 10:44 am EST

The following is a summary of Lt. James Finley's written statement provided via email to FAA Inspector Michael Reichert.

*"WHILE PRACTICING A POWER OFF LANDING AFTER TAKING OFF ON RUNWAY 07 AT CENTRAL JERSEY AIRPORT WITH LIGHT VARIABLE WINDS, CLIMBED TO 1200 FT AND TURNED DOWNWIND. PULLED THE POWER AFTER PASSING ABEAM THE 07 NUMBERS AND*

*PROCEEDED TO THE BASE LEG. WHILE ON BASE AT 900' SET ONE NOTCH OF FLAPS.*

*AFTER TURNING ON FINAL FOUND THE AIRCRAFT TO BE HIGH OF THE GLIDE SLOPE AND RIGHT OF THE RUNWAY. DESCENDING AND TURNING TO THE LEFT FOR RUNWAY ALIGNMENT THE SPEED WAS INCREASING. DEPLOYED A SECOND NOTCH OF FLAPS.*

*CONTINUING TO SHORT FINAL, NOTED A TREE LOWER AND ON THE LEFT SIDE OF THE CENTERLINE.*

*WITH THE SPEED DECREASING TO NEAR 60 KTS., STILL SLIGHTLY RIGHT AND CONCENTRATING ON CORRECTING TO THE CENTERLINE (BY USE OF THE AILERONS) I REALIZ[ed] THE NEED AND STARTED TO ADD POWER.*

*JUST THEN THE LEFT WINGTIP, NOW LOWER, CONTACTED THE UPPER BRANCHES OF THE TREETOP.*

*THIS RESULTED IN A NOSE DOWN ATTITUDE AND LOSS OF LIFT. THE IMPACT ANGLE MAY HAVE ADDED INPUT ON THE YOKE AND INCREASED THE DOWNWARD ATTITUDE.*

*UPON STRIKING THE GROUND THE AIRCRAFT PROCEEDED FORWARD STRIKING THE ASPHALT END OF THE RUNWAY AND FLIPPING THE PLANE.*

*THE PROPER USE OF THE RUDDER TO CORRECT THE RUNWAY ALIGNMENT, RATHER THAN THE AILERONS AND PROVIDING POWER SOONER WOULD HAVE KEEP THE AIRCRAFT HIGHER AND CLEAR OF THE TREE THAT WAS JUST LEFT OF THE RUNWAY CENTERLINE. FIXATION ON RUNWAY ALIGNMENT MAY HAVE DISTRACTED FROM MONITORING THE OBSTACLE."*

