ANTRANIG ASLANIAN, JR.

TEANECK, NEW JERSEY 07666
Telephone:

Email:

February 17, 2022

VIA EMAIL

Mr. Nicholas Geiser, Principal Operations Inspector Federal Aviation Administration Allentown FSDO

Re: Accident at N30 on February 10, 2022

Dear Mr. Geiser:

At the outset, thank you for providing me with a copy of the video. Approximately 35 minutes prior to the incident, I departed Essex County Airport (C.D.W.) for a VFR flight to N30.

After departure, I contacted New York approach and obtained clearance to fly through Class B airspace to 4,500 feet.

I was then turned over to Wilkes Barre approach and they terminated service when I advised N30 was in sight.

I crossed overhead the field in order to enter a left downwind for Runway 36. Based on winds, which were swirling and gusting, I determined Runway 36 was appropriate for landing. On the Downwind Leg, I extended landing gear and the approach flaps. On Base Leg, I extended more flaps to slow the aircraft down further. It was obvious that the winds were strong and swirling. I then lined up for Final for landing on Runway 36. I then extended full flaps.

While the wind direction was strong and gusty, it did appear there was wind from the left, which was not a problem. The approach was stabilized and holding air speed at 80 knots. Please bear in mind that this aircraft was equipped with VG's and due to the winds, it was necessary to essentially fly the airplane to the runway.

I touched down on the center line of the runway, beyond the numbers, with the power off. I would estimate that my touchdown point was approximately 1000 feet past the runway threshold. Having landed and taken off from N30 more than 500 times over the last several years, I knew the runway length is approximately 3000 feet and that under normal circumstances, there is more than adequate runway remaining to come to a stop.

I applied the brakes, but the airplane did not appear to slow down. I then applied heavy braking to the extent that the brakes locked since I could hear the tires skidding. At this point, I assessed that a go around with the remaining runway might place the aircraft into a more dangerous position and cause an accident which would take the aircraft into the swamps. I therefore continued trying to stop the aircraft, but obviously without success.

I cannot explain why the airplane was not slowing down with brakes applied and power off and can only surmise that swirling winds may have shifted to a tail wind and kept pushing the aircraft down the runway.

After the accident, I did shut off all of the electrical items in the aircraft (lights, master switch, mixture control, etc).

Personnel arrived within minutes and helped extricate me from the aircraft.

If there is anything further you need from me, please do not hesitate to call or write.

Thank you for your courtesy in this matter.

ANTRANIG ASLANIAN, JR.