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ERA

**Date:** April 8, 2024  
**Subject:** Conversation with Pilot of N1861M  
**Contact:** Aris Delianides, Pilot

Mr. Delianides was contacted via phone on April 8, 2024, and was asked to describe the events leading up to the accident. The following is a summary of the conversation.

The pilot stated that he was approved for the ILS approach to Runway 6L, and they cleared him to land. 1 mile from the runway, the pilot stated that ATC cautioned him about wake turbulence from a departing CRJ aircraft. Mr. Delianides stated that he was comfortable with his abilities with the airplane and was putting his faith with ATC that the clearance between the departing CRJ and his airplane was acceptable. He was not exactly sure when the CRJ took off. He proceeded to come down he remembers being approximately 20ft above the runway, before coming down more. The pilot remembers being 5 feet above the runway and everything looked okay. He started to flare, but the airplane dropped and hit the tarmac on the mains and popping the airplane back into the air. The pilot stated that he began initiating a go-around and put the throttle back in, however, the airplane "went up and then back down again". He was confused about what was happening, it went up and then down right on the airplanes nose. He mentioned that he didn't think the airplane stalled, but it may have, and described that it felt like there was a turbulence present, a wake turbulence. The front gear collapsed, and they landed on the propeller.

The pilot stated that he was wearing his shoulder belt and that he did not lose consciousness but was "stunned". His wife was sitting in a rear facing back seat closest to the "barn doors". He started to see smoke coming in the cabin, so he began to cut off the power to the airplane, but he was in a lot of pain. The pilot exited the

airplane and went onto the wing. He stated that he looked to the left and saw flames on the ground from the nose that extended to the right side. He could visually see fuel leaking and traveling. Mr. Delianides stated that his wife was struggling to get out of the airplane, so he opened the door and grabbed her hand to get her out. The pilot and passenger rushed to the grass beside the runway, and he collapsed in pain. He noted that it took approximately 5-10 minutes for the emergency crews to arrive. The pilot stated he was then transported via ambulance to Metro Health where he remained with a significant back injury.

The pilot stated that his airspeed coming down was 110-120 knots based on what his CFI had told him to do. He was a little faster coming in but backed off the speed to about 90 knots and that he normally aims for 85 knots. He said that in his approximately 284 hours he has never bounced like that or forced the airplane down like that. It was like he had no lift and just slammed down. He was under control and stable during the approach and that he disconnected from the autopilot at 500ft. The approach felt normal, and he maintains a sterile cockpit.

Mr. Delianides was asked for his email address. He stated his email address is [REDACTED]. Mr. Delianides stated that they were planning on going to Atlantic Aviation and that he does not know where the airplane is currently. He bought the airplane during COVID. He described that he had plenty of fuel onboard the airplane but did mention that the tip tanks were empty. During the approach sequence, he stated that they had to go south because of the clouds and mountains and that they had 20-27 gallons in one tank and 10-15 gallons remaining in the other tank. He completed a pre-landing checklist. The pilot was asked where the flaps were positioned. He replied that the flaps were down and that he never got the chance to put them up when starting the go-around process.

The NTSB 6120 form was described to Mr. Delianides and that the form would normally be due in 10 days, however, an extension would be granted so he could focus on recovery. The due date for the form was set as April 22. Mr. Delianides asked where the airplane was being stored and I responded that I did not know but I would find out and let him know. Mr. Delianides needed to conclude the call because of an appointment at the hospital and requested that I text him if I find the airplane.

-End of conversation

A follow-up text message was sent to Mr. Delianides at [REDACTED] 7 that stated:

"Good morning, this is Ryan at the NTSB. I believe the plane is being stored at Constant Aviation at the airport. I tried to call them for 100% verification but did not

get ahold of them. Do you have insurance on the airplane and if so, have they been called? I emailed you the required 6120 form that is due April 22. I will type up our conversation and I will try to have that to you by Thursday. Thank you again for taking my call and I hope your recovery progresses quickly. Call or text me any time".

No additional text messages were sent or received.