



MEMORANDUM for RECORD

Ralph E. Hicks
Senior Air Safety Investigator, IIC
Eastern Region Aviation

Date: August 31, 2021
Pilot Statement: Bob Sanzo
NTSB Accident Number: ERA21FLA337 – Mt. Holly, NJ

The following verbatim pilot statement was provided by Mr. Sanzo to FAA Inspector Christopher Curtis on August 31, 2021:

The day of the incident I arrived at the airport before noon approximately. My original plan was to fly to Cape May for lunch. I called weather and the briefing was not good for a vfr flight. South Jersey regional (kvay) was showing vfr as was kwwd but Mellville kmev was ifr. From the weather briefing I determined that a short flight to Hammonton N81 would not be a problem. I then pre-flighted my airplane. The wind was calm and I departed runway 26. Initially the weather was good but approximately half of the way the ceiling appeared low ahead. Thinking that it would probably get worse I decided not to land at N81. I turned around and headed back to Kvay. I did a cross wind entry to the downwind for runway "8" I proceeded downwind slowed to flap speed. began lowering flaps. When I felt my position to the runway was correct I turned base. Dropped the more flaps as they are not marked I use the time method. When I felt position was good I turned final.

At that point the picture to touch down looked good. Air speed at the start of the decent was about 75 kts. There are electrical wires over the road so I may have picked up some speed making sure I was over them. My attention at that point was at touchdown point. As I got closer to the runway I picked a point further down the runway to smooth out the round out. At some point the mains touched down but did not stay down but did not feel like a bounce. I pulled the nose up slightly to make sure the mains would again not the nose. When the mains hit

again the nose wheel did hit the plane immediately skidded to the left. When it reached the runway edge the nose wheel dug in and the airplane nosed over. I was able to release my belts and turned off the fuel pump. Some of the plexiglass was broken. I broke more and exited the airplane.

Hobart (bob) Sanzo