



MEMORANDUM

Daniel P. Boggs
Air Safety Investigator
National Transportation Safety Board
Office of Aviation Safety - Eastern Region

Subject: written statement from Pilot.

On that day (04/15/2023) everything started as usual. I arrived at the airport eager to fly, when I arrived there were a few other people in our clubhouse and I was talking to them for some time since the weather was kind of cloudy. Since I called 1800 WX brief that morning at 8 am they said around 12 pm - 1 pm the clouds would be overcast at around 6000 feet. Later my Instructor Matt arrived and I pre-flighted the 2-33 with a checklist as some other students observing me preflight it. then we took up the 2-33 3 times for lessons. after that, we had landed I had lunch and asked my instructor Matt if I can solo today. He replied, "Yes, you can". Then I preflight the 1-26 with a checklist and again a fellow student was observing the preflight of the 1-26. then I taxied it up the runway with radio communication. Before I launch I had a pre-flight brief with one of the ground instructors Mark, about how the weather is, whether am I allowed to fly with 5kts winds on my solo endorsement, and which runway will I be landing on. As I checked the METAR from KLHZ is said 5kts winds and as my solo endorsement limits me to 10kts it was well within my solo endorsement to go solo and as my personal minimum of 6kts winds. then I decided I was going to land on runway 22 as runway 4 had a tailwind. As I was doing the pre-takeoff checklist when I keyed the mic, which was working fine during the pre-flight checklist started showing some kind of error. Then my ground instructor gave me a handheld radio to use for communication and as I know how to use radios before I agreed to use it and felt comfortable using it. then I took off and had a really great-soaring flight gaining 500" feet. then as I was getting lower and I announced that I am entering the pattern, while I was entering I saw the lark land, I asked the ground crew if they were able to clear the runway before I was able to land and got a reply saying "Yes". Then I started focusing on my pattern rather than my radio calls and as I turned base I saw the lark in the middle of the runway and the ground crew still trying to move it and I didn't want to hit anyone so I focused on my speed which was at 60 and decide to land short and I slipped a bit for that to happen and slipped enough to clear the trees and land. as I come out of the slip I saw my airspeed go from 60 to 30 while I was correcting myself to go to the middle of the runway with right rudder and right stick as I was on the left side of the runway, I had my stick pushed all the way down but then my aircraft wouldn't respond to my controls and the glider started moving to the left and then I tried my best to control to and move it to the right but then around 40 - 45 feet from the ground I realized I was stalled and I had no control over the aircraft. then I think I hit the parked tow plane and pancaked to the ground.

Hope this helps with your investigation,

Thank you,
Very Respectfully,
Hemharsith

Dan Boggs

A solid black rectangular box used to redact the signature of Dan Boggs.