

Nicholas Geiser

Aviation Safety Inspector, FAA

Allentown FSDO-05

Allentown, PA 18109-9371

Mr. Geiser,

At approximately 5 miles out I listened to ASOS at Sussex airport 118.525. ASOS reported "No Winds", altimeter 30.15, and temperature dewpoint.

At approximately one mile out from airport I saw another GA aircraft on base to final for runway 3. I headed for the same runway as the other GA aircraft.

I headed for the same runway 3. I announced downwind to runway 3 that I was going to land on runway 3 at abeam the numbers I pulled the throttle to 1500 rpm pulled on carb heat, and put my first notch of flaps in. I announced again my position on base, and put my second notch of flaps in.

Then I turned to final and announced again that I was on final for runway 3. I maintained 70 mph the entire time.

As I crossed the runway threshold, I was slightly maybe 5 feet right of center. I tried to correct with the left rudder. I was approximately 30 feet or less when the plane continued to move right of the runway. As I went to flare, the plane veered even further right, putting me off the runway, which is why I wanted to do the go-around. At this point I initiated a go-around, by pushing in full throttle, and pushing in the yoke. The stall warning went off immediately, I lost all lift, the plane then rotated left, and I believe the left wing hit the ground first then the nose, all in a matter of seconds. The plane quickly rotated left and crashed about 20' off right side of runway at midfield.

This is my recount of the event on April 16, 2024 at approximately 11:45am

Thank you and let me know if you need any other information from me.

Christopher J Hack

Cell: [REDACTED] Home: [REDACTED]

Student Pilot

Certificate Number [REDACTED]

