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Air Safety Investigator
AS-ERA

Date: 4/1/2026
Subject: ERA26LA102, Witness Statement
Contact: [REDACTED], Right Seat Pilot

[REDACTED] statement was provided to the IIC by the flight school and is below:

The flight segment started from KABE flying south to KILG. While in communications with Philadelphia approach I informed them we had received information "T" at KILG and we requested to conduct the RNAV 19 approach to align with our general direction of travel. Approach control denied that request, stating KILG was landing RWY 01. [REDACTED] and I discussed our flight progress thus far including total time flown and remaining fuel in order to decide how we wanted to land at KILG. I suggested a circling-to-land approach to RWY 01 after completing the RNAV 19 approach. [REDACTED] agreed, so I requested the circling approach with Philadelphia.

Approach said they would ask KILG and get back to us, then replied saying KILG TWR approved our request. [REDACTED] loaded the RNAV 19 approach into our airplane GPS, then activated the approach with the "vectors to final" option. Philadelphia approach provided vectors seven miles to the final approach fix, then gave us a frequency change to KILG TWR. I contacted KILG TWR stating our location, the approach we were conducting (RNAV 19), and our intent to circle to land runway 01. KILG TWR replied by clearing us to circle to the "southeast" and land RWY 01 whole we

were conducting the approach. [REDACTED] and I discussed terminating the approach after the final approach fix at 1,100 to align with the traffic pattern altitude. [REDACTED] conducted the approach while I maintained visual separation throughout the flight. [REDACTED] broke off from the approach when we reached 1,100' MSL with an altimeter setting of 30.11. We then turned left to set up for the southeast circling land to RWY 01. [REDACTED] has conducted a before landing checklist before starting the RNAV 19 approach.

I had my iPad mounted to a suction mount on the main windscreen between the right door frame and the dashboard. I noticed [REDACTED] was looking towards the runway for alignment, so I removed my iPad from the mount to give her better view of RWY 01/19. I then looked inside the cockpit to check my iPad for any nearby ADS-S traffic. When I looked back outside we were facing north. I saw that we were aligned with a runway surrounded by the bright RWY lighting, including an approach lighting system. There was no large white "X" identifying the closed runway, but [REDACTED] and I were aware of the runway closure NOTAMs as we had discussed then on a previous landing into KILG.

The approach was stable throughout and looked normal until just before we touched down onto a runway covered in snow. When the main landing gear touched down the plane lurched forward and pitched down, resulting in the propeller contacting the ground along with both wing tips. When the airplane stopped moving I looked at my iPad and saw we had landed to RWY 32 just beyond TWY D. After checking on [REDACTED] I contacted KILG TWR and reported our location and that we had a hard landing. TWR then replied saying they would dispatch crash rescue.