

From: [REDACTED]
To: [REDACTED]
Subject: Witness Information
Date: Friday, May 12, 2023 11:21:31 AM

From: Morris Smith
Sent: Thursday, August 18, 2022 8:24 AM
To: Vaughan, Brooks R (FAA)

Chip,

On Monday 08/15/2022 South MS Light Aircraft (SMLA) 22MS Sky Landings Airport was awaiting the arrival of N455SA for service work. The pilot of N455SA arrived at 22MS @9:30cst and was awaiting the arrival of N5341W to pick him (Darrel) up and fly back to Louisiana. N5341W overflew 22Ms at @9:45cst. At that time Darrel was in radio communication with N5341W and gave wind direction and general speed. Wind speed was @2-5 mph out of 29-32 so landing on 31 was the best option. I (Morris Smith) was working on another aircraft in the hangar when N5341W was in the pattern. From my viewpoint I did not see initial touchdown of N5341W but when I heard it land I turned to watch. The aircraft was at a higher speed than I feel like it should have been, the plane was pitched forward hard on the nose wheel (as if brakes where applied). At that speed N5341W still had enough runway left for a safe stop (in my opinion). N5341W after @150-200ft of being on the ground the aircraft began to enter a skid to the left. Once it started to veer left it became apparent something was wrong. N5341W entered the peanut field on the south side of 31 and flipped to the inverted position and came to rest. (The grass was also still wet from the morning dew)

Once N5341W was on its back everyone went into recovery rescue mode. I started yelling for my father and brother to call 911 as a ran to get our farm tractor to lift N5341W to remove the pilot. Once on site we used the forks of the farm tractor to lift the right wing of N5341W up enough to remove pilot and passenger. Once they where clear emergency assistance started to arrive. From the time the plane was on its back until we had occupants removed was @ 5 or so minutes. Pilot and passenger where then taken back to SMLA hangar for evaluation. N5341W was leaking fuel from the fuel caps. We then flipped it back on the wheels. N5341W then remained in the field until wen had permission to move it.

After everything had settled down I talked to the pilot (Chris Sullivan). We talked about what went wrong. Chris stated he had not landed this aircraft on a grass runway before and gave me his take on procedure for the landing. Chris stated that he felt he needed more speed for a softer landing. I have never Flown a PA28 so I am not familiar with soft field procedure of the aircraft. From my experience as a private pilot and landing on our field I told him he should have been slower than he was. Should have applied more flap and slowed the aircraft down. There again I have not flown a PA28 before.

All in all this was a bad situation. Could have been worse. At the end of the day everyone went home with family and friends.

Morris Smith