

From: Carl Geisser [REDACTED]
Sent: Wednesday, February 14, 2024 1:27 PM
To: Alex Lemishko <alex.lemishko@ntsb.gov>
Subject: Re: NTSB Form

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I did 2 touch and goes, one full stop. Winds were (at a guess) 5 to 7, gusting to 10 or 12 from the north, I don't remember the exact weather report but that is what i remember.
Carl Geisser

On Mon, Feb 12, 2024, 4:04 PM Alex Lemishko <alex.lemishko@ntsb.gov> wrote:

Hi Carl.

How many touch and goes did you do before the accident. Winds on those??

R/ Alex

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From: Carl Geisser [REDACTED]
Sent: Monday, February 12, 2024 2:24:08 PM
To: Alex Lemishko <alex.lemishko@ntsb.gov>
Subject: Re: NTSB Form

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Alex, sorry so long in reply, things got busy when I got home.

I agree completely with Steve's statement, the only additional statement I would add is that the wind was gusting, adding to the challenges we faced in landing. A gust from the right is really what started the unfortunate sequence of events.

Carl Geisser

On Mon, Feb 12, 2024, 8:37 AM Alex Lemishko <alex.lemishko@ntsb.gov> wrote:

Hi Mr. Geisser

Could you send me your statement.

R/ Alex

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From: Alex Lemishko

Sent: Wednesday, February 7, 2024 11:58:37 AM

To: [REDACTED] >

Subject: FW: NTSB Form

Pls fill out the blank 6120, or if you agree with it, then just send me an email saying that it is accurate. Also, read Mr. Manley's statement. Please provide your statement on the event. I want to include both versions in the final report.

R/ Alex

817.716.3913

From: Steve Manley <[REDACTED]>

Sent: Monday, December 4, 2023 8:51 AM

To: Alex Lemishko <alex.lemishko@ntsb.gov>

Subject: Re: NTSB Form

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N425LM Incident Statement

To whom it may concern:

On Friday, November 17, 2023, between 11:30am and Noon, CST, I was flying with a licensed pilot in a 2022 ICP Savannah, Model S Light Sport Aircraft, and we were maneuvering in close proximity to the Mountain View, Arkansas Municipal Airport (7M2). Subject airplane is currently owned by ICP - North America in Archer City,

Texas. I was to make one final payment on the Aircraft, and then a Transfer of Ownership Bill of Sale was to be issued to the FAA. The final payment was made by me, today, November 27, 2023.

At the time of the Incident, the weather at 7M2 was forecasted 3,000 broken, wind 340 @ 10 knots, Temp 20C. After fueling the aircraft, and a thorough preflight procedure, we taxied to the 7M2 run up area adjacent to Runway 27. We both commented on the windsock's near horizontal position and forward quartering wind direction. After a successful run up, I taxied into position on Runway 27 and advanced the throttle for takeoff. The aircraft left the ground after reaching 45 mph, and both the PIC and I could feel the effects of the crosswind while climbing out. I became somewhat uncomfortable with the airplane after takeoff, and asked the PIC if he would fly it. The PIC took over and made several coordinated maneuvers in the airport vicinity along with two or three touch and go landings.

After the final take off, I asked the PIC if I could try a landing to which he agreed. I flew the airplane in a standard left pattern procedure for landing on Runway 27, and then prepared for the final approach. I noticed on short final that the windsock was almost exactly perpendicular to the runway, and that the sock itself was straight out with no bends. I mentioned to the PIC that I might not make a good landing.

From previous training experience, during the flair, I dipped the right wing in order to touch down into the crosswind with the right wheel. The airplane touched down on the right wheel first followed quickly by the left wheel. Once the left wheel touched down, the right wing suddenly started flying again, and it continued to rise up until the left wingtip contacted the runway. The next sequence happened very quickly, within just a few seconds. Not knowing how to arrest the sudden right wing anomaly, I depressed the brakes and used right aileron in an effort to lower the right wing. Not fully realizing that the right wheel was not on the runway, the left brake pressure steered the airplane to the left. As the airplane started to veer left, the PIC attempted to take over and apply full power in an effort to go around.

Concurrently with the PIC attempting to retake control, I could see at that point that we were going to exit the runway to the left, and I could also see that we were likely going to hit a large "light box". Fearing the possibility of a fire, I instinctively switched off both the left and right magneto's right before we hit the light box with the right wing. I also attempted to turn the ignition key to the 'off' position, but I could not get a firm grip on it. After striking the light box, the aircraft spun around to the right at which time the nose gear collapsed, and the aircraft came to a halt after the prop struck the ground resulting in a sudden engine stoppage.

Neither the PIC or I were hurt after the Incident. After we gathered ourselves together, I called the A&P Mechanic I use for my business airplane, and he suggested I notify Little Rock FSDO immediately. I called and spoke with "Johnny" at the Little Rock FSDO.

After my call to the FSDO, the PIC and I both began assessing the damage sustained to the aircraft. While this was taking place, the PIC told me that as the right wing was rising after touchdown, he had applied full power to go around, but that the engine didn't respond to the throttle input. I then told him that I had switched off both Mags when I realized we were likely going to hit the light box.

The airplane sustained mostly superficial damage. The right wing outer spar did not appear to be compromised after a visual inspection. The right wing aft upper attach bracket was broken with a visible attaching Intercostal sheet metal tear approximately 2.5 inches long. The right forward wing root leading edge had shifted slightly inboard breaking the upper windshield. The nose gear collapsed slightly laterally to the right of the lower forward fuselage. The propeller struck the ground, breaking off one blade. The engine sustained a sudden stoppage due to the prop strike with the ground. There was no visible lower fuselage damage underneath the collapsed nose gear. The cockpit was not damaged at all, and all fuselage structure aft of the cockpit didn't appear to sustain any damage.

Some friends showed up at the location about 90 minutes after the incident. We all lifted the front of the airplane and placed it on the aft portion of an equipment trailer. We secured the nose of the aircraft (on top of several moving blankets) to the trailer, and then we very slowly towed the trailer approximately 4,000 feet to the hangar which is where the aircraft will be repaired and placed back into service.

Paul, please let me know if you need anything else from me. Johnny has several post incident photo's.

Best regards,

Stephen (Steve) Manley

[REDACTED]

FAA Licensed Airframe Mechanic
Student Pilot

[REDACTED]