



Aviation Investigation Final Report

Location:	Mountain View, Arkansas	Accident Number:	CEN24LA040
Date & Time:	November 17, 2023, 13:04 Local	Registration:	N425LM
Aircraft:	ICP SRL SAVANNAH S	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The purpose of the flight was for a potential buyer (not a certificated pilot) to receive a familiarization flight from a sport pilot before the purchase of the airplane. The sport pilot demonstrated two to three touch and go landings. He stated that each touch and go had various crosswinds and wind gusts. After the demonstrated touch and go landings, the potential buyer asked if he could try an approach and landing, took the flight controls, and flew a standard traffic pattern. He noted that the windsock was straight out and perpendicular to the runway on short final before landing. Upon touchdown, the right wing rose suddenly, and the left wing struck the runway. The airplane veered to the left and the potential buyer applied the brakes. The sport pilot took the flight controls and attempted a go-around, during which the airplane exited the runway to the left, struck a runway light and spun around. The airplane sustained substantial damage to the left wing. There were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

At the time of the accident the potential buyer was landing the airplane on runway 27 with wind variable at 4 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The sport pilot's poor decision to allow a noncertificated pilot to land the airplane which resulted in a loss of control during landing.

Findings

Personnel issues	Decision making/judgment - Pilot
Aircraft	Directional control - Not attained/maintained
Personnel issues	Qualification/certification - Other

Factual Information

History of Flight

Landing-flare/touchdown	Loss of control on ground (Defining event)
--------------------------------	--

Pilot Information

Certificate:	Sport Pilot	Age:	56,Male
Airplane Rating(s):	Single-engine sea	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Sport pilot Without waivers/limitations	Last FAA Medical Exam:	November 12, 2020
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 450 hours (Total, all aircraft), 1 hours (Total, this make and model)		

Other flight crew Information

Certificate:	None	Age:	68,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 119 hours (Total, all aircraft), 0 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	ICP SRL	Registration:	N425LM
Model/Series:	SAVANNAH S	Aircraft Category:	Airplane
Year of Manufacture:	2022	Amateur Built:	
Airworthiness Certificate:	Experimental light sport (Special)	Serial Number:	22-11-54-0920
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	August 23, 2023 Condition	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:	9.6 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	9.6 Hrs at time of accident	Engine Manufacturer:	Rotax
ELT:	Installed, not activated	Engine Model/Series:	912ULS
Registered Owner:	On file	Rated Power:	100 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KBVX, 465 ft msl	Distance from Accident Site:	23 Nautical Miles
Observation Time:	12:56 Local	Direction from Accident Site:	110°
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:	Overcast / 3500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.94 inches Hg	Temperature/Dew Point:	20°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Mountain View, AR	Type of Flight Plan Filed:	
Destination:	Mountain View, AR	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	Mountain View Airport 7M2	Runway Surface Type:	Asphalt
Airport Elevation:	305 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	Practice;Visual
Runway Length/Width:	4500 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	35.86448,-92.090339(est)

Administrative Information

Investigator In Charge (IIC):	Lemishko, Alexander
Additional Participating Persons:	Paul Gauthier; FAA FSDO; Little Rock, AR
Original Publish Date:	March 21, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=193404

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).