



NTSB RECORD OF CONVERSATION

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Date: 09/19/2022

Person Interviewed: Mr. Ronald Lock
NTSB Accident Number: ERA22LA423

Mr. Lock was the pilot/owner of the airplane involved in the accident cited above. He was interviewed by telephone, and the following is a summary of the interview.

According to Mr. Lock, the purpose of the flight was to fly from his home airstrip in Summit, MS to McComb, MS (KMCB), where he topped off the fuel tanks, and then proceeded to Shields Airport (AL55) about 5,500 ft. He said, "Coming into Shields, I checked the winds, about 50ft over the threshold, I was full flaps, took the power out and it started 'sinking like hell.' I added power but then it hit flat, continued about a hundred feet before it nosed over and came to rest inverted."

"The airplane was performing fine, it was a beautiful airplane, no problem at all. There was a quartering headwind of about 8 knots and my approach was about 60 knots. I would like to blame something mechanical, but I cannot, it flew beautifully."

Mr. Lock estimated he had 1,670 total hours of flight experience of which 140 hours were in the accident airplane.

Mr. Lock said he had flown about 15 hours in the previous 9 months, of which the accident flight was the only one he logged in the RV-8. He said he did a couple of trips around the traffic pattern at his home airport this past year but did not log that flight.

During the remainder of the phone call, Mr. Lock explained that completing the NTSB Form 6120.1 would be both tedious and uncomfortable due to his injuries. Instead, he provided information about his airplane and his flying experience and forwarded copies of his pilot logbook and aircraft maintenance records, which were immediately at hand.