

Record of Conversation

Name: John McKiernan, witness
Address: [REDACTED], Lillian, AL (hangar at AL55, Shields Airport)
Phone: [REDACTED]
Date: 9/16/2022 13:45 CDT
Description: Witness to landing incident, N955DK, RV-8A at AL55 occurred 9/14/2022

Mr. McKiernan is an experienced commercial pilot and long time friend of pilot Ron Lock. Mr. McKiernan owns a hangar located about midfield on the south side of the runway at Shields Airport. On 9/14/2022, he witnessed Mr. Lock's approach and landing on runway 9 in N955DK.

Mr. McKiernan was standing in front of his hangar, facing north and saw N955DK on final approach to runway 9 but lost sight of it momentarily since there was a Cirrus SR-22 parked on the apron in front of his hangar and to his left. When he next saw N955DK, it was touching down somewhat flat, then appeared to bounce slightly, maybe 15 - 20 feet, and then pitch slightly nose down. It touched down again in a slight nose down position, seemed to dig the nose wheel into the sod, rolled a short way and then flip over onto its back.

He immediately went to the airplane and assisted Mr. Lock in getting out of the airplane. He tilted the wing up so as to make room for Mr. Lock to crawl out. Mr. McKiernan stated that most of Mr. Lock's lacerations probably came from climbing out through the broken side of the canopy. With the help of some other people, Mr. McKiernan drug the airplane on a tarp while it was still inverted to the grass adjacent to his hangar.

He stated that the aircraft's engine sounded normal on the approach. He did not think there was anything mechanically wrong and the airplane appeared to be flying normally. He did think it touched down flat, bounced few feet in the air and tilted slightly forward so that the nose then touched first, causing it to flip over.

On 9/17/ 2022 at 10:30 CDT, I arrived at Mr. McKiernan's hangar. The aircraft was laying inverted on the grass next to the hangar. I photographed the damage which included dented and rippled wings, shattered canopy, dent vertical stabilizer, dislodged nose gear strut, bent propeller, rippled fuselage. I noted the aircraft still had full flaps extended (40°). I was unable to take a full screen photograph of the panel or interior due to the compressed nature of the canopy so was unable to document the Tach time. Based on discussion with Mr. McKiernan, I do not believe the aircraft has flown but a few hours since the oil change in May 2022.

Mr. McKiernan had the aircraft's logbooks available and stated that he had changed the engine oil in May 2022. He stated that Mr. Lock has owned the airplane for about 15 years and has used it to fly back and forth to his home in Mississippi. Mr. Lock owns a condo in Orange Beach, AL and leaves the airplane at Mr. McKiernan's hangar when he is in Orange Beach.

Mr. McKiernan also stated that Mr. Lock owns the Cirrus SR-22 on the ramp but had to stop flying it by himself because the insurance company would not insure him due to his age. He is about to turn 80 years old.

I reviewed the aircraft logbooks and photographed pages from the engine, airframe and propeller logs going back 3 years in each. I noted a condition inspection had been completed

March 8, 2022 by IA Neal George, cert# [REDACTED] and at that time, the aircraft was found to be in a condition for safe flight.

After conferring by telephone with NTSB Investigator Ralph Hicks, I advised Mr. McKiernan that he could move the aircraft and retrieve any equipment from inside.

September 21, 2021

At my request, Mr. McKiernan forwarded me a photograph of the Dynon Skyview engine page from N955DK. The TACH reads 388.3.

Nina A. McBride
Aviation Safety Inspector, OPS
AL/NW Florida FSDO, AFG-600-BHM-FSDO-09
[REDACTED]

