

Record of Telephone Conversation

Name: Ron Lock, pilot of N955DK, RV-8A
Address:
Phone: [REDACTED]
Date: 9/17/2022 10:30 am
Description: Interview regarding Aircraft accident, 9/14/2022 at Shields Airport AL55

Mr. Lock confirmed that he was pilot in command and sole occupant of N955DK when he landed at AL55 on 9/14/2022 at approximately 1:30 pm. He stated that he was flying from McComb, MS where he had purchased fuel and departed with full tanks, approximately 40 gallons.

Mr. Lock then stated that everything was normal and the airplane had no mechanical issues at all during the flight from McComb. He was approaching to land on runway 9 at AL55. The winds reported by nearby Jack Edwards Airport were out of the east and not very strong. Mr. Lock stated that the winds were not a factor in his landing accident.

Mr. Lock stated he was on short final with full flaps, 20% power and doing about 60 knots when he crossed the threshold. He thought he was about 25 feet AGL as he crossed. He pulled the power out and the plane dropped out from under him. He tried to add power but he immediately flipped over as soon as he touched down. He does not really remember anything after touch down except that he flipped over. When he came to rest, he wanted to get out of the cockpit as soon as he could. His friend John came and helped him get out.

He stated that he made a normal landing with no problem at McComb. Other than the time from his home airport to McComb (10 mile flight) and then to AL55 (a little over an hour), he has not done much flying in the RV-8 in a long time. He flew his Cirrus a few months ago and has been flying it most of the time in the last year. He probably had about 30 gallons of fuel left when he landed at AL55 in N955DK.

He agreed to send me some photos of his pilot logbook when he got back to Mississippi. He is operating under Basic med for medical certification. He believes he had a Flight Review in April or May 2021.

September 20, 2022 10:59 am

Mr. Lock was at home when I called him and had just taken a pain pill. He did not have a lot to add to his story but agreed to send pictures of his logbook and Basic med information. I sent Mr. Lock an email request for specific information. Mr. Lock reiterated that he was very sore and bruised and may have some neck and spine trauma to recover from.

I received pilot logbook pages from Mr. Lock via email which appeared to document his flight time from present day back to early 2019. The following totals were documented in his logbook:

Total Airplane flight time: 1673.0
Total time in 12 months: 18 (all in Cirrus SR-22 includes 1.6 in RV-8 on 9/14/22)
Total time in last 90 days: 4.6 and includes the 1.6 hours in RV-8 on 9/14/22
Total time in RV- 8A: 139 as reported by Mr. Lock (pilot logbooks provided do not go back that far)

Flight review 4/1/2021 conducted/endorsed by CFI John McKiernan in Cirrus SR-22
Basic Med requirements completed: 8/19/2021
Mr. Lock has owned the RV-8A since 2007

Mr. Lock stated that he did not fly the RV-8 much in the last few years, only to make a few trips around the pattern at his private, uncharted 2700' grass airstrip located near McComb, MS which he called "Lockhaven." He did not record these flights in his pilot logbook.

September 21, 2022 11:34 am CDT

I contacted Mr. Lock to verify some of the details of his story. He reiterated that he was on final, with full flaps and partial power and crossed the threshold at approximately 60 knots. He stated that "the airplane does not want to land" when you are going much faster. Stall speed is around 50 knots. He stated that the wind was not a factor. He just remembers crossing the threshold, pulling the throttle to idle, the plane dropping down, trying to add power but not having enough time, touching down and flipping over. When I asked him if he remembers the airplane's attitude on final as being nose low, nose level or nose high, he stated that it seemed "normal" and he was prepared for a normal touchdown. He stated that he was trying to land just after crossing the threshold (i.e. shortfield landing) because it is a shorter than usual runway. (Shields, AL55 is 2175')

We then discussed his proficiency and that he had not been flying very much in the last year or the last 90 days. I reminded him that his logbooks indicated he had not flown the RV-8 in more than 3 years. He said that he had flown it around his home airport but it had probably been at least three or four months and just to make a few trips around the pattern and practice landings. We also discussed his short field landing technique. Mr. McKiernan saw him land and reported that he thought Mr. Lock had initially landed flat, bounced and then touched again nose down. Mr. Lock did not remember bouncing but agreed he must have landed nose low for the airplane to flip over. We discussed that a short/soft field landing approach will usually involve a somewhat higher nose attitude and carrying some to until just prior to touchdown. The reduction in power to idle should produce a main gear landing with the nose wheel off the grass or lightly weighted to ensure touch down on the mains at a slow speed. Mr. Lock agreed. I counseled Mr. Lock to obtain some additional proficiency training prior to returning to flying. He agreed that he should do so but then stated that he was not sure if he was going to fly any more. He might buy a CE172 or 182 if he could get insurance. It would depend on his recovery and how he felt in the next few months.

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