



## RECORD OF CONVERSATION

**Timothy N. Sorensen**  
**Aviation Accident Investigator**  
**Central Region**

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**Date: August 21, 2012**  
**Person Contacted: Inspector Mary Ballard, FAA – Indianapolis Flight Standards**  
**NTSB Accident Number: CEN12LA540 – Westfield, Indiana**

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### **Narrative:**

The pilot informed Inspector Ballard that he had departed the grass runway and noticed the airplane drifting to one side of the runway. He thought the right wing was close to the ground, so he corrected the direction of the airplane. After this point, he does not remember anything. The pilot reported that there no problems with the airplane prior to that point in time.

Inspectors Ballard and Muroski responded to the accident site. A ground impact scar approximately 45 feet long was observed leading to the airplane. The airplane came to rest inverted, approximately 1,000 feet from the departure end of runway 36.

The propeller blades were fragmented. The nose gear strut was bent aft. The left wing tip was damaged consistent with ground impact. The left side of the fuselage was deformed aft of the wing root. The vertical stabilizer and rudder were crushed; the horizontal stabilizer and elevator appeared intact. The canopy was cracked and shattered. The engine air inlet contained dirt and sod. Flight and engine control continuity were confirmed. The airplane appeared to be correctly fueled, with no contaminants in the examined fuel sample. There were no engine oil leaks observed and the oil level indicated about 6 quarts. Appearance of the oil indicated no obvious evidence of overheating or contamination. The total airframe time was 34 hours.

Inspector Ballard reported that she contacted the FAA Aircraft Evaluation Group. She was informed that the RV-6A was not eligible to be operated as a light sport airplane because the gross weight exceeded the 1,320 pound limitation and the maximum airspeed exceeded the 120 knot limitation. The pilot informed Inspector Ballard that he was aware that the accident airplane did not meet the requirements for a light sport airplane.

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