



Record of Conversation

December 30, 2014

NTSB Accident Number: ERA14LA152, N125TK, RV-9A, Live Oak, Florida

On or about this date, I spoke with Mr. Donald Collins, who was the passenger in the airplane. I explained to Mr. Collins that I could not reach the pilot, Mr. Jones, as his telephone numbers had been changed and he would not respond to emails. I further explained the nose wheel service bulletin (SB) issue, and that I was trying to determine if the airplane had the SB installed.

According to Mr. Collins, whether the SB had been accomplished or not would have made no difference in the outcome of the accident. He further stated that the airplane landed very fast; he didn't know how fast, and it hit the ground so hard that it bounced back up in the air, and when it that, the pilot stalled it. The airplane came back down on the nose wheel, which then dug into the ground, and the airplane nosed over. Mr. Collins was not sure if the nose gear collapsed during the initial hard hit or the subsequent hit.

When the airplane came to a stop, Mr. Collins recalled hanging in his straps upside down, with the airplane on his chest. He was hardly able to move and wondering what happened. He recalled that someone saw the accident from the interstate highway (I-10) and called 911. Eventually, someone brought in a front end loader and lifted the airplane off of him.

Mr. Collins also stated that he was a pilot and owned a conventional landing gear RV-6. He further noted that the pilot had recently had some training in the airplane, but was still have difficulty flying it.

Paul R. Cox
Senior Air Safety Investigator

