



## RECORD OF CONVERSATION

**Jason Aguilera**  
**Air Safety Investigator**  
**Central Region**

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**Person Contacted: Keith Allen, ICT FSDO**  
**NTSB Accident Number: CEN18LA286**

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### **Narrative:**

Inspector Allen conducted a telephone interview with the pilot on July 24, 2018 about 0930. The pilot related the following information:

- He was flying there to drop off his passenger after departing from Austin, TX.
- After flying over the town of Coldwater to the north, he joined a long, straight in final for runway 17.
- He did not know the current winds but knew that they were gusty, as such added a little more speed. Normal approach for an RV-6 is 80-83 knots. He stated they were at 90-93 knots on final, with only half-flaps.
- He attempted a wheel landing and there were a few bumps, but a gust of wind caused the airplane to balloon up 8-12 feet above ground level.
- The pilot initiated a go-around and added full power when the engine hesitated and stuttered.
- The airplane's right wing had struck the ground and the airplane spun 360°, coming to rest facing southwest.
- Flames had begun to enter the cockpit at their feet and Mr. Strack and his passenger promptly evacuated the airplane.
- Due to the fact they were wearing shorts and flip-flops, they were burned in the egress. They did not turn off the master switch, so fuel was being pumped onto the fire by the electric fuel pump, which consumed most of the airplane.
- Mr. Strack stated the engine did not have any abnormalities prior to the go-around.

The airplane was mostly consumed by fire. The extent of thermal damage sustained to the engine precluded an examination. All airplane log books were also consumed in the fire.

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