



National Transportation Safety Board

Telephone Memorandum

Date: March 5, 2009

Person Interviewed: Carroll Tuttle

Subject: ERA09LA043, RV-6 Accident, Martinsville, Virginia

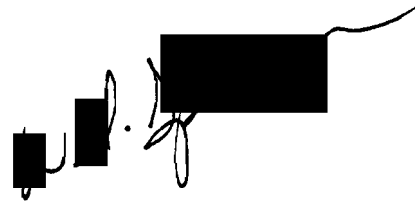
Ms. Tuttle was the wife of the pilot, Jerome Tuttle, who was fatally injured in the subject accident. During our conversation, she reported:

At the time of the accident, Mr. Tuttle was taking 81mg of aspirin and an unknown quantity of a diuretic called "HCTZ." She was not sure how long he had been taking HCTZ for. He did not have allergies. As far as she knew, he was not taking any other prescription or over-the-counter medications and was feeling fine at the time of the accident.

Ms Tuttle further stated that Mr. Tuttle did not have any medical problems at the time of the accident. She then mentioned that the pilot did have kidney stones in one of his kidneys, but they were not bothering him. The pilot had two previous kidney stone "episodes" at least 4, and probably closer to 6 years ago.

Luke Schiada
Senior Air Safety Investigator

AS I write this I find it difficult as I have know the pilot for more than 30 years and consider him a good friend and a competent pilot. He had built a RV-4 and flown it over 800 hours and landed at Covington Field hundreds of times. I used to complement him regularly on his good landings. The aircraft a RV-6 was not owned by the pilot. He had flown the aircraft previously, but I don't know how much. The winds were light but not enough to cause problems as another friend in his RV-6 has visited only 20 to 30 minutes earlier and had no problems. The aircraft touched down to left of runway center and a little long, but not excessive and it bounced approximately 3 feet high. As it settled in the pilot applied full power as the aircraft touched down the second time. The aircraft lifted off, pitched nose up, and yawed left. He did have the flaps down, As the pilot to recover he clipped a few light branches of an overhanging limb on the left side of the runway. The pilot then corrected back to the right – the aircraft flew a ways – struggling for altitude with th4e nose high as it approached the right side of the runway. AT approx 20 to 30 ft up the aircraft began a slow coupled left yaw and rolled (tail skidded right , rolled left) and impacted runway left wing low followed by prop, then right wing in a near vertical attitude and came to rest 180 degrees from initial approach heading in the center of runway.



FAA INSPECTOR STATEMENT

Accident N8LK

RV-6, s/n 24015, Owner - Siesta Aviation, Emory Chronister
Pilot - Jerome C Tuttle

Scenario: Aircraft approached Covington field to land. Wind was light and steady, possible 5 to 6 mph. FBO operator at nearby Martinsville airport confirmed weather. Aircraft was setup up to land on runway 30. Pilot was attempting a 3 point landing. According to witness (David Spencer) aircraft touched down a little long and left of center line, but not much. Touch down point was before hangar located at mid field. No indications on runway of touch down point. Aircraft bounced up 2 or 3 feet after touch down and pilot added full power. Aircraft settled back down and possibly contacted runway again and then began to climb and yaw to the left. Aircraft contacted trees on left side of runway and clipped off several limbs. The biggest limb being approximately ½ inch in diameter. The aircraft banked to the right and headed for the trees on that side. The aircraft was in a nose high attitude. It appears the left wing stalled and the aircraft wingover and impacted the runway at a high angle of impact. It impacted about 100 yards past where it clipped the trees. Markings on the ground indicate the left wing hit fully with just the right wing tip striking the ground. Crank shaft sheared just 1 inch back from flange. Aircraft buckled just aft of cabin. [REDACTED]

Observations:

1. Aircraft clipped trees at about 30 feet up. Left wing had signs of tree damage 2 or 3 feet in on top of wing. Width of runway at the point is about 50 yards.
2. Aircraft impacted ground about 100 yards past where it clipped the trees.
3. Touch down point was about 800 feet from end.
4. Aircraft sustained damage to all parts of aircraft.
5. Fuel tanks did not rupture.
6. Small debris field. All debris within 10 feet of aircraft.
7. Canopy departed aircraft. All other debris was limited to plastic trim and piece of windshield.
8. Left wing forward attach fitting sheared.
9. Prop, one blade straight and buried in ground. The other was bent back from impact. No blade twist was apparent.
10. Crankshaft sheared at prop shaft seal, which is about 1 inch back from prop flange.
11. Aileron continuity confirmed. Elevator and rudder appeared to be correct and all attachments confirmed. Flaps appeared to be down 10 degrees. Left flap control rod broken at flap.

12. Engine controls appeared to be correct and all attachment confirmed.
Throttle, mixture, and prop controls full forward.
13. Runway is 2200 feet long. Runways 30 and 12. Over run on 12 end.
14. Runway has trees on all sides.
15. Runway condition was dry and grass had been mowed.
16. Houses and power lines on runway 12 end.
17. Ditch on left side of runway 30.
18. Hangar sits at midfield. Witness was located at hangar.
19. Witness stated that pilot had about 800 hours in an RV4 and had been in and out of this airport many times.

