



RECORD OF CONVERSATION

Joshua Lindberg
Air Safety Investigator
Central Region

Date: December 6, 2017
Person Contacted: Ethan Malavolti, pilot
NTSB Accident Number: CEN18LA043

Narrative: In a phone conversation with Mr. Malavolti, he stated the following:

- He did not have any flight experience in the accident airplane type, but he has a lot of tailwheel time
- He stopped at DKB for fuel and to get warm. The cockpit is open and it was a cold day
- The weather was nice that day, a 3 knot wind. He made a 3 point landing on the runway
- During the landing roll he was applying right rudder input, but the airplane kept going left
- His feet were only manipulating the rudder pedals and he was not touching the brakes during landing
- The previous owner warned him about the brakes
- The airplane logs were left in the airplane
- The previous owner was John Hoffman
- The new owner was Debbie King
- We discussed the large size of the rudder and that even minimal rudder inputs would provide directional change during landing
- He understood that the brakes were tested by the FAA with no malfunctions found
- We discussed that if his feet weren't on the brakes then they shouldn't have been a factor. If the left brake started to "catch" like he described, then there would have been significant left tire skid marks on the runway. The only tire marks corresponded to both tires on the runway and erratic, but equal directional changes. He agreed that the tire marks looked similar to excessive rudder/brake application during the landing roll

End of conversation.