



RECORD OF CONVERSATION

Joshua Lindberg
Air Safety Investigator
Central Region

Date: December 3, 2020
Person Contacted: Steve Mayer, accident pilot
NTSB Accident Number: CEN20LA436

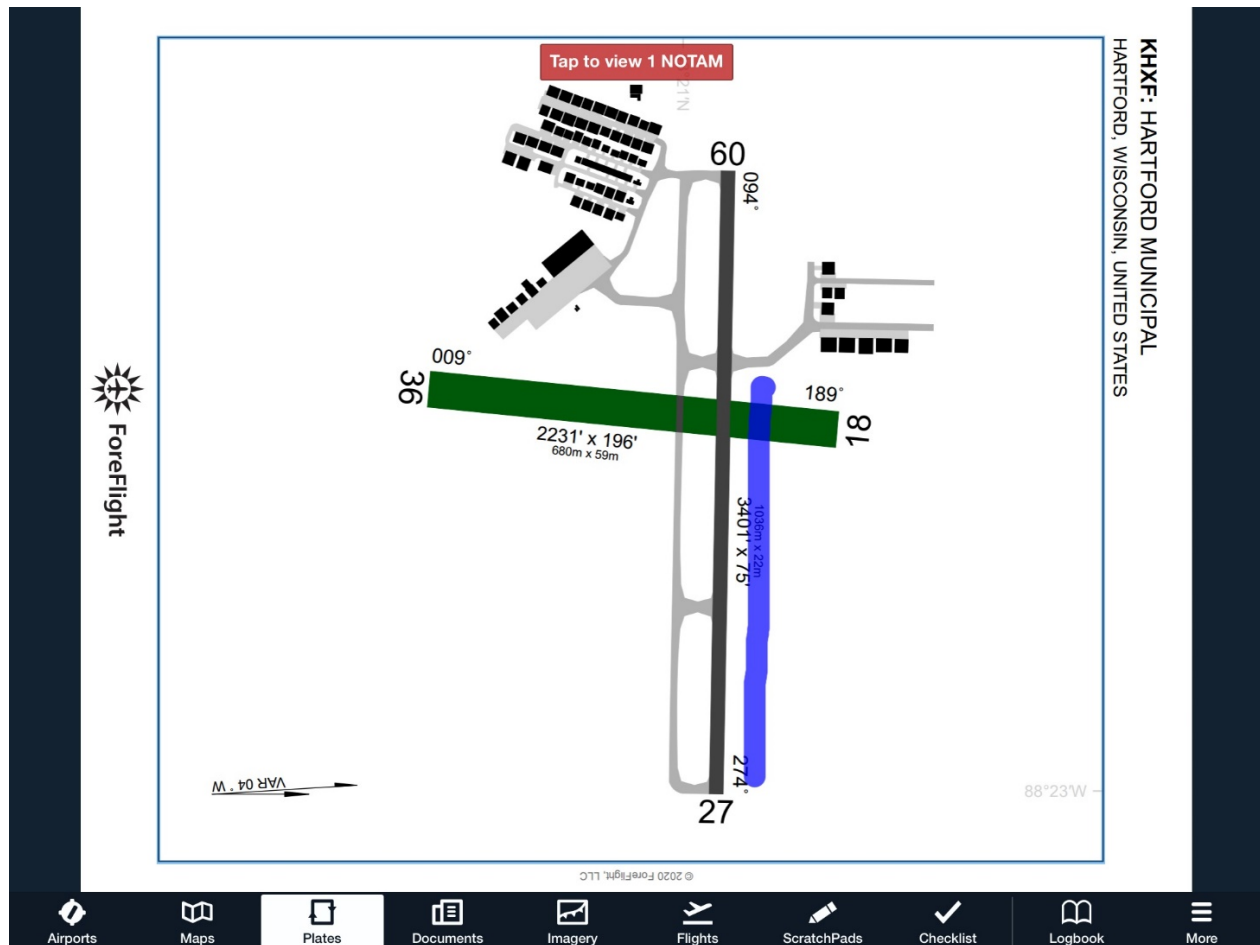
Narrative: In a phone conversation with Mr. Mayer, he stated the following:

On the day of the accident the wind was from the east and he wanted to complete some landings with tundra tires. He completed most of his flight training at Hartford where they had just put in an asphalt runway and some new grass runways. He contacted his CFI to confirm where the new east/west grass runway was. His CFI sent him an image of the new airport diagram with the new grass runway marked in blue (included below).

He planned to do a flyover first, then enter the pattern and land to the east. During the approach, there was a massive open space in front of him, like a football field sized area. He descended and landed in that open area thinking it was the east/west grass runway.

After landing he taxied and got more familiar with the tundra tires. When he was high speed taxiing, the airplane hit a 18/36 runway sign. After the accident he realized that he was looking at the updated airport diagram the wrong way. The image was flipped 180 degrees and he thought west was east and vice versa.

He did not think there was anything wrong with the runway sign placement and the accident could have been avoided if he had taken more time to familiarize himself with the airport diagram.



The blue line on the diagram was drawn by the CFI and shows the area where the grass runway was installed.

End of conversation.