



RECORD OF CONVERSATION

Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: May 13, 2016
Person Contacted: Jim Edwards, FAA FSDO, Portland, ME
NTSB Accident Number: ERA16LA174

Narrative:

Mr. Edwards was interviewed via telephone. He stated that during a conversation with the pilot, the pilot reported that he pulled the control stick all the way back during landing with a tailwheel shimmy, rather than forward.

Mr. Edwards added that the tailwheel locking mechanism appeared worn, but was not critical to flight as many tailwheel airplanes do not have a locking mechanism. Mr. Edward further stated that a sideload during landing could unlock the tailwheel anyway, whether it was worn or not. Mr. Edwards also stated that the airplane's last annual inspection was in September, 2015, and the condition of the tailwheel should have been checked at that time; however, it could have worn from the time of that inspection, until the accident.