



RECORD OF CONVERSATION

Millicent Hill
Aviation Accident Investigator
Eastern Region

Date: October 18, 2016
Person Contacted: Richard Nernberg
NTSB Accident Number: ERA17LA014

Narrative:

During a telephone conversation with Mr. Nernberg, he stated he was the flying pilot and the right seat pilot was looking outside.

He stated they knew the weather was below minimums, but they elected to fly the approach to see if they broke out. He stated they broke out of the clouds around 800-850 ft, and that they did not go below the weather minimums.

He reported being a little too fast on the approach, about 130-135 knots. After touching down he slammed on the brakes and the anti-skid engaged. He did not feel like the brakes were working as they were supposed to, that they were "a little spongy." He felt there was a mechanical failure in the brake system.



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Millicent Hill
Aviation Accident Investigator
Eastern Region

Date: October 20, 2016
Person Contacted: Brett Duffy
NTSB Accident Number: ERA17LA014

Narrative:

During a telephone conversation with Mr. Duffy, he stated he was the nonflying pilot. He typically does the flight planning, and he and the PIC usually swap legs as the flying pilot.

He stated they were aware the weather was below minimums, but they wanted to fly the approach

He stated that after the landing he and the pilot were both on the brakes, and it appeared that they were working, as were the anti-skids. He estimated their landing weight to be 12,000 lbs.