



MEMORANDUM FOR RECORD

Douglass Brazy
Air Safety Investigator
Eastern Region Aviation

December 29, 2020

Subject: N78525, Cessna 172N, 12/26/20, Mallards Landing Airport (GA04), Locust Grove, Georgia, NTSB Investigation ERA21LA090

Clarification of Information Provided in NTSB Form 6120

On the NTSB Form 6120, the pilot checked "Yes" for the question on page 10 which read "Was there a Mechanical Malfunction/Failure?" In his description he wrote "Brakes locked up upon landing, on wet grass, perhaps due to the condition of the runway environment."

When asked for clarification about whether the brakes had malfunctioned, the pilot responded though his attorney in an email on 2/2/21 which read:

Good morning, Doug. Does not appear to be an airworthiness issue. Here is what Dr. Patel sent to me regarding your question:

"As mentioned on the NTSB accident report, because of the sun being on the horizon, and vision difficult, an approach from the West had to be attempted. The usual approach for Mallard's Landing is from the East, where the runway has an upward slope, rather from the West, where the slope is, obviously, downward. This downward slope, coupled with the few days of rain preceding, made the runway slippery. Upon touchdown, the plane "hard bounced," and upon contacting the ground, and with application of the brakes, the plane skidded off the runway, contacting the fence and tree. I could not tell whether the brakes "locked" up, or whether the muddy condition of parts of the runway played a part in the skidding. The brakes performed properly during preflight and run-up, however, so I assume it was skidding."

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