



NTSB RECORD OF CONVERSATION

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Date: May 21, 2018
Person Contacted: Andrew Weingram (Pilot)
NTSB Accident Number: GAA18CA288

The following is a summary of a telephone conversation with the above mentioned:

The pilot reported that he rolled into a perimeter fence at a relatively low airspeed. He added that, while braking during the landing roll, the left tire started hopping. He believed that the poor braking action was attributed to the degraded runway pavement.

The pilot reported that there were no preimpact mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The following is a summary of an email exchange on May 23, 2018:

The pilot reported that he believed he touched down near the yellow dots on the runway, which is about 1200 ft of runway remaining. He immediately began braking, and by the time he got to the white line (800 ft of runway remaining) he considered performing a go-around, but noticed he was not displaying usable airspeed.

The pilot reported that he determined the minimum ground roll to stop was about 700 ft and then he added about a 50% "fudge factor" and rounded up to 1000 ft. He added that, after the accident, he calculated the landing roll to be about 920 ft. He has since increased his standard assessment of touchdown plus 1,599 ft for the landing roll.