



RECORD OF CONVERSATION

Albert P. Nixon
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Date: July 25, 2019
Person Contacted: Lee Oscar (FAA Inspector)
NTSB Accident Number: WPR19LA138

Narrative:

During a conversation with Lee Oscar, FAA Inspector that oversaw the examination of the accident airplane, the following is a summary of what he stated:

- Brake continuity was good, and no anomalies were observed (i.e. dragging brakes).
- Rudder continuity was good, and rudder moved freely right and left.
- Tires – no anomalies were observed (no flat spots, etc.).
- Airplane was jacked up to facilitate a landing gear inspection.
- Nose wheel steering – slightly mis-rigged and about 5° to the right. Right rudder application would position right rudder about 3-5° from full deflection. Left rudder application would cause full left rudder deflection.
- Mechanic was unable to determine if mis-rigging was preimpact or because of the impact with airport signage.
- No other anomalies were observed.