RECORD OF CONVERSATION

Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: May 29, 2020
Person Contacted: Danny Cox, FAA ATL FSDO
NTSB Accident Number: ERA20LA200

Narrative:

Mr. Cox was interviewed via telephone. He stated the when the RV8 landed on runway 6, the right brake locked up, the airplane veered right, and the tailwheel unlocked. The airplane exited on to a grass area and came to rest inverted. Mr. Cox observed damage to the left wing and vertical stabilizer.

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Date: June 1, 2020
Person Contacted: Reid Murphy, Peachtree City, GA
NTSB Accident Number: ERA20LA200

Narrative:

Mr. Reid was interviewed via telephone. Mr. Reid is also the airplane owner and an A&P mechanic. He stated that during landing, the right main wheel locked up and the airplane veered right. Mr. Reid immediately released right brake pressure and increased left brake pressure, but the airplane continued to veer right off the right side of the runway.

Mr. Reid further stated that there are two shafts that the brake caliper moves along. He believes that the shafts were dirty and/or required more lubrication, which resulted in binding; however, he also plans to examine the wheel cylinder to rule out any brake pad retraction issues.

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Date: June 23, 2020
Person Contacted: Reid Murphy, Peachtree City, GA
NTSB Accident Number: ERA20LA200

Narrative:

Mr. Reid was interviewed via telephone. Mr. Reid is also the airplane owner and an A&P mechanic. He stated that he subsequently examined the right brake with FAA Inspector Danny Cox present. The brake piston tested satisfactorily and Mr. Reid could not duplicate a brake locking event.

He noted that one of the two caliper pins and one of the two plate holes were worn beyond specification. Mr. Reid added that the wear could cause the pressure plate to cock, or foreign object debris to enter and cause braking.