



RECORD OF CONVERSATION

John M. Brannen II
Senior Air Safety Investigator
Central Region

Date: 2/13/2020
Person Contacted: Jeff Lawton
NTSB Accident Number: CEN20CA027

Narrative:

I spoke with the pilot to confirm some items on his Pilot/Operator Report form that he submitted.

He confirmed that at the time of the accident he held a private pilot certificate with a glider rating. At the time of the accident he did not hold a powered airplane rating but had received training, had soloed a powered airplane, and had received endorsements for solo flight with cross-country privileges within 30 nm.

In his report he had stated *"I attempted to take off in a different location (42.685493, -84.312841) from my landing in location that I had not walked, I quickly identified high wheel resistance and aborted take off. Without [stopping], I attempted taxi to my landing location then felt the wheels lock up as if the brakes had been applied. I [immediately] removed power. The plane slowly rolled over the nose(42.685603, -84.313710)."*

I asked the pilot if he had experienced a mechanical problem with the brakes, or if what happened was akin to what locked brakes would feel like. He confirmed that there was no mechanical failure of the brake system. He added that while taxiing, dirt and mud had collected on the tire and landing gear leg and that enough dirt had collected between the gear leg and the tire that it was preventing the tire from rolling.

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