



RECORD OF CONVERSATION

Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: March 9, 2021
Person Contacted: Kevin Godbout, FAA BDL FSDO
NTSB Accident Number: ERA21LA122

Narrative:

Mr. Godbout was interviewed via telephone. He witnessed the wreckage examination at Colonial Air by a Piper Air Safety Investigator. Flight control continuity was confirmed from the cockpit to all control surfaces. Mr. Godbout did not observe any preimpact mechanical malfunctions and the following components were retained for testing: two vacuum pumps; two vacuum regulators; three pneumatic deice valves with pressure switches; one deice timer; and two pressure control valves.



RECORD OF CONVERSATION

Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: March 12, 2021
Person Contacted: Kevin Latraverse, Sutton, MA
NTSB Accident Number: ERA21LA122

Narrative:

Mr. Latraverse was interviewed via telephone. He stated that he received weather briefings via flight service and ForeFlight. The flight service specialist advised him that there would be some icing in clouds. Mr. Latraverse further stated that his previous flight that day, from Worcester, Massachusetts, to Martha's Vineyard, Massachusetts was uneventful. He added that the actual conditions were better than forecast with no ice observed during that flight and the accident flight, until descent for the instrument approach to Worcester.

I asked Mr. Latraverse if there were any cockpit caution indications during the approach. He stated no, that everything seemed normal in the cockpit, but he thinks that the airplane may have experienced a tail stall. Mr. Latraverse added that while the autopilot was engaged during cruise flight at altitude, he had disengaged it prior to descent into clouds, which he usually does when flying an approach in those types of weather conditions. While descending through clouds, Mr. Latraverse activated the boots and saw the wing boots working, but could not see the tail. He added that the airplane was accumulating a little ice, but nothing that concerned him.

I asked Mr. Latraverse for updated injury information. He stated that he had no bone fractures and was released from the hospital after about 24 hours. The male passenger suffered a fractured arm and was in the hospital for 3 or 4 days. The female passenger had no bone fractures, but was also in the hospital for 3 or 4 days. Mr. Latraverse added that everyone is healing nicely.



RECORD OF CONVERSATION

Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: September 7, 2021
Persons Contacted: Todd Gunther, NTSB
Robert Martellotti, Piper
Damian Galbraith, Piper
NTSB Accident Number: ERA21LA122

Narrative:

Mr. Gunther, Mr. Martellotti, and Mr. Galbraith were interviewed via speakerphone at the Piper Factory. They conducted successful tests on the following components and no anomalies were noted: two vacuum regulators; three pneumatic deice valves with pressure switches; one deice timer; and two pressure control valves.