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Date: February 1, 2023

Subject: ERA23LA153, Record of Conversation/Interview

Contact: William P. Edwards, Pilot

As NTSB Duty Officer for Eastern Region Aviation, I was notified on January 31, 2023 of a nose over event at Williston Municipal Airport (X60), Williston, Florida, that occurred on January 31, 2023, about 1430 EST. While on the call with the Federal Aviation Administration (FAA) ROC, I had them contact the airport at 1516 EST in an effort to speak with the pilot. Also on the call were Ismael Reyes, of the FAA Flight Standards District Office as well as the X60 Airport Manager. During that call the pilot, Mr Edwards, provided a phone number of [REDACTED] and an e-mail address of [REDACTED]¹. Mr. Edwards was asked by NTSB the following questions:

Explain what occurred?

He indicated that he departed from runway 23, and the canopy opened and the catch slipped. At that time there was no enough runway to land so he tried to land on the runway 14/32 but the airplane landed in grass next to the runway. The nose landing gear dug-in and the airplane nosed over.

How far did the canopy slide back?

It hinges in front and went all the way up. It was very difficult to control the airplane.

Has there been any recent work to the canopy or recent issues with it?

The airplane was just out of annual inspection. He flew it twice. The canopy also has a circular latch. There were no previous issues with the canopy.

Is there anything wrong with the receiver of the canopy of the latch?

I don't know, I can't see.

¹ He also has an e-mail address of [REDACTED]

NTSB Questions Continued –

Describe the damage to the airplane?

The vertical stabilizer and rudder were damaged. The nose landing gear was collapsed, the left wingtip was damaged, and the canopy was shattered.

The call end time was not recorded.

The digest was reviewed with him during the call and he agreed with the content. The FINAL digest was e-mailed to him on April 10, 2023.