

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 2:00 PM	DATE 04/15/2024
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Darin Larabee		ROUTING	
		SYMBOL	INITIALS
Framingham, MA 01701		EA65	MLH
SUBJECT ERA24FA097 - N53RP Accident			
DIGEST On 4/15/24 I met with the accident pilot Mr. Larabee at his residence. Mr. Larabee's wife Maryse was also present for the interview. Mr. Larabee was alert, was speaking clearly, and was articulate in his recounting of events and answers to my questions. He recalled events quickly pausing only periodically in what appeared to be more of an emotional pause than confusion or loss of thought. It should be noted that the initial recounting of the sequence of events was reported in a different order, with Mr. Larabee making corrections during his narration and adding information spontaneously that occurred at a different time. Below is the sequence of events as described by Mr. Larabee after he periodically corrected the order. I did not provide any information about the accident prior to his recounting of events. On the day of the accident Mr. Larabee arrived and conducted a normal preflight. He reported his weather brief which he obtained through ForeFlight, indicated snowy weather with freezing rain approaching. The airplane cargo was loaded by UPS normally with no issues. Prior to taxi after getting in the airplane Mr. Larabee checked that the pilot door was latched by shining his flashlight down both holes to check that the latches were on the			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE	TITLE Aviation Safety Inspector	SIGNATURE Matthew Lyons Hall Digitally signed by Matthew Lyons Hall Date: 2024.04.16 07:27:49 -04'00'	

pins. He received a taxi to Runway 6 and conducted his runup. After the runup, he again shined his flashlight into the holes of the pilot door to check that it was latched. He taxied onto Runway 6 and departed without issue.

Mr. Larabee reported that on climbout from the airport he heard a loud "pop". The pilot door appeared to be partway open so he grabbed it with his left hand. The door then opened completely while he was still holding on to the door, injuring his left hand. He reached up with his right hand and hung on the door with both hands but was beginning to be pulled out of his seat so he let go and shortly after the door came completely off. Mr. Larabee reported that sometime while the door was open his headset was violently pulled off and the earcups detached.

After the door departed the aircraft Mr. Larabee reported that he went to a series of "unusual attitudes" that he said continued throughout the flight about "four to five times". He said that he put in 7700 in the transponder and attempted to make an emergency call sometime after the door departed the airplane and attempted to maneuver the airplane so as to set up for a downwind leg to runway 35. He added that he was attempting to fly at 1,800 feet. After flying the downwind leg he attempted to make another turn but experienced a final unusual attitude. Mr. Larabee reported the final unusual attitude was the last thing he remembers before impact.

After he concluded his statement he asked about the status of the FAA investigation and about what I had observed through the data and scene. I provided a brief narrative of the sequence of events as observed in the ATC data as well as the flight track and radio transmissions. As I was speaking Mr. Larabee interjected and said that he also remembered an engine issue.

Mr. Larabee added that while he was on what he thought was a downwind leg, he heard a sudden decrease in the noise from the left engine which sounded like it was at "idle". He stated that he "pulled the prop back" and "trimmed the rudder" and continued flying. Mr. Larabee said that he believes the auto feather was still activated as he had not reached that point on the checklist during climbout (to disengage).

I inquired further about the flight asking if any other malfunctions were noted during flight, or if he noted any indications from lights or gauges. Mr. Larabee said that he did not remember what any of the gauges displayed but then later added he had a vague memory of torque on the left engine coming back.

I concluded my interview with Mr. Larabee. Nothing follows.