



## RECORD OF CONVERSATION

**Robert Gretz**  
**Senior Air Safety Investigator**  
**Eastern Region Aviation**

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**Date: September 9, 2020**  
**Person Contacted: Camanche Cain, FAA TPA FSDO**  
**NTSB Accident Number: ERA20LA303**

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### **Narrative:**

Ms. Cain was interviewed via telephone. She stated that she examined the airplane and noted damage to the firewall, propeller, fuselage (forward and right) and engine cowling. The airplane kit came with two latches, and the pilot installed two additional latches. Ms. Cain observed one of the additional latches loose and noted many missing rivets.



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**Date: September 9, 2020**  
**Person Contacted: Mark Stevens, Port Charlotte, FL**  
**NTSB Accident Number: ERA20LA303**

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### **Narrative:**

Mr. Stevens was interviewed via telephone. The make and model canopy airplane latch was known to unlatch in flight, so he installed a secondary latch system when he built the airplane. He stated that the secondary latch system consisted of two buckle type latches that could only be secured inside the cockpit. Mr. Stevens added that there may not have been a defect with the system, but the buckles had to align perfectly to work. Mr. Stevens added that the kit manufacturer offered a modification to the 601 model canopy latch. He said it was similar to the improved system on their 650 model; however, the modification is comprehensive and expensive as it requires cutting and shortening the 601 canopy.