



## RECORD OF CONVERSATION

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

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**Date: July 8, 2020**

**Person Contacted:** **Robert Blake, FAA MCO FSDO**  
**Robert Martellotti, Piper Aircraft**  
**Kelly Peters, Piper Aircraft**  
**John O'Neill, Piper Aircraft**

**NTSB Accident Number: ERA20LA230**

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### **Narrative:**

The investigative team was interviewed via telephone, from a conference room at X60, following their examination of the airplane. The team documented and obtained GPS coordinates of skid marks on the runway, consistent with travel of the accident airplane off the right side of the runway and onto a grassy area. The nosewheel skid mark initially traveled left, then right, then extreme right (about 30°). The left main wheel and nose wheel skid marks were most prominent on the runway, leading to the right side and into the grass. Flight control continuity was established for all flight control and steering control continuity was established from the rudder pedals to the steering arm. The nosegear separated during impact and the steering horn remained intact and attached to the separated nosegear. Data were successfully downloaded from the integrated flight deck and distributed to all parties.

The only anomaly noted was that the front tire psi was 73.5 psi and should be 88 psi.



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**Date: August 3, 2020**  
**Person Contacted: Larry Johnson, Cutter Aviation**  
**NTSB Accident Number: ERA20LA230**

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### **Narrative:**

Mr. Johnson was interviewed via telephone. Mr. Johnson stated that he spoke to the pilot via telephone during the day of the accident, after the accident. The pilot reported to Mr. Johnson that during the approach, the wind seemed to be right quartering headwind about 7 knots; however, as the airplane flew closer to the runway, the wind was a direct right crosswind gusting to 20 knots. The pilot added that they touched down and the airplane veered right and departed the right side of the runway.



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**Date: August 3, 2020**  
**Person Contacted: Officer Mark Womack, LCSO**  
**NTSB Accident Number: ERA20LA230**

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### **Narrative:**

Mr. Womack was interviewed via telephone. He is a pilot and was off-duty at the airport at the time of the accident. Mr. Womack did not witness the approach, but observed the airplane veer right during rollout and travel off the right side of the runway. Mr. Womack estimated the wind to be about 10 knots at the time. Mr. Womack went over to the airplane to confirm that the two occupants were not injured and that there was no fire hazard. He heard an ELT active and telephoned air traffic control about it. He also telephoned the Willison Police Dept. The pilot reported to Mr. Womack that a gust of wind “got him” and he “gave it a little power at the end.”



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**Date: August 13, 2020**  
**Person Contacted: Sgt. Dave Johnson, Williston PD**  
**NTSB Accident Number: ERA20LA230**

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### **Narrative:**

Sgt. Johnson was interviewed via telephone. I advised Sgt. Johnson that I received a pilot statement that the airplane was landing at the time of the accident, however, the Williston PD Incident Report states that the airplane was taking off at the time of the accident.

Sgt. Johnson stated that he thought the two pilots were talking about takeoff and he could have misunderstood them and made an error.



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**Date: August 17, 2020**  
**Person Contacted: Benton Stegall, X60 Airport Supervisor**  
**NTSB Accident Number: ERA20LA230**

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### **Narrative:**

Mr. Stegall was interviewed via telephone. I advised Mr. Stegall that his telephone call to our NTSB Response Operations Center (ROC) was our first notification of the accident and that the ROC duty officer reported that Mr. Stegall stated that the pilot reported that the nose wheel was loose during landing, he overcorrected, and travelled off the side of the runway. Mr. Stegall stated that yes, that account was accurate.

I asked Mr. Stegall about the wind. Mr. Stegall stated that the wind was gusting up to 16 knots, but he did not believe wind was a factor in the accident.



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**Date: August 17, 2020**  
**Person Contacted: Larry Johnson, Cutter Aviation**  
**NTSB Accident Number: ERA20LA230**

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### **Narrative:**

Mr. Johnson was interviewed via telephone again. Mr. Johnson further stated that the pilot did not have enough flight experience for the insurance company to provide coverage for the pilot to use the airplane and attend the factory authorized training program; however, the pilot's flight instructor attended the factory authorized training program and then provided training to the pilot. The landing accident was the pilot's first flight in the airplane without the instructor.