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Date: June 21, 2023

Subject: CEN23LA247, Record of Conversation

Contact: Kevin Loughlin, Pilot, Robinson R44 N407SH

During a telephone conversation with Kevin Loughlin, Kevin Loughlin stated that the purpose of the flight was to provide flight instruction to his son at the time of the accident that involved N407SH. Kevin Loughlin said they performed a vortex ring prior to the accident, which he shared with Tim Sorensen and Danielle Gray. Kevin Loughlin said they were heading south, and Kevin Loughlin's son said the helicopter was not producing power. Kevin Loughlin said the flight controls were transferred from his son to himself, and the helicopter started to descend. The helicopter was in the middle of Cedar Lake at the time of the reported power loss. Kevin Loughlin said he then proceeded to turn northbound and "set it into the lake." Kevin Loughlin said when he set it down, he pushed the cyclic to the left so that the rotor would hit. His son exited the helicopter and then helped Kevin Loughlin to undo his seat belt. When asked by the National Transportation Safety Board Investigator-in Charge (NTSB IIC) how his son would know the aircraft was not producing power and what his son's experience was in the aircraft, Kevin Loughlin said his son had about 7.5 hours in the Robinson R22.

When the NTSB IIC asked what the basis was for his son saying the aircraft was not producing power, Kevin Loughlin said that his son said they had 24 inches of manifold pressure, and it did not "feel like" the aircraft was climbing but it was descending and that is when Kevin Loughlin said the controls were transferred. When the NTSB IIC asked if Kevin Loughlin looked at the engine and rotor speed indications and what those indications were when his son said the aircraft was not producing power, Kevin Loughlin said he looked at the gauges and they indicated 24 inches of

manifold pressure and 103, 104 for the engine and rotor. When the NTSB IIC asked if there was a low rotor warning, Kevin Loughlin said there was a low rotor warning at about 150 ft. When the NTSB IIC asked if there was a low rotor warning prior to 150 ft., Kevin Loughlin said that he did not recall a prior low rotor warning. When the NTSB IIC asked what the aircraft's altitude was at the onset of the reported loss of engine power, Kevin Laughlin said it was at about 1,000 ft above ground level (agl). When the NTSB IIC asked if the descent from 1,000 ft to 150 ft was a descent for landing, Kevin Loughlin said yes, and he was starting to set up, looking for a spot heading eastbound. He said there was a boat, and he made a turn to the north and there were no objects to the north. When the NTSB IIC asked if they were in cruise flight at the time of the reported power loss and what the altitude was, Kevin Loughlin said they was at about 1,500 ft agl and the aircraft "slowly came down." When the NTSB IIC asked if engine power was added, Kevin Laughlin said engine power was already at 2,450 and that was already maximum power. When the NTSB IIC asked if the aircraft was descending on its own or if he initiated a descent, Kevin Laughlin said that it "seemed" like it was descending on its own and he told his son that the aircraft speed was 65 kts and to not get slower. When the NTSB IIC asked how long they had been flying, Kevin Laughlin said about 13-14 minutes. When asked what the fuel load was, Kevin Laughlin said it was 11 gallons.