



NTSB RECORD OF CONVERSATION

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Date: 09/04/2018
Person Contacted: Jacob Haselden (Pilot)
NTSB Accident Number: ERA18TA236

The following is a summary of a conversation that occurred with the above-named individual:

- The pilot flew up from Florida to fly skydivers for the weekend and starting flying Friday.
- He reported that on the day of the accident, they had flown three flights then refueled and loaded passengers. He reported doing the runup while taxiing up the runway and noted that everything looked fine.
- He took off with 10 degrees of flaps, then retracted flaps and made a call on CTAF.
- Around 1500-2000 ft he was about to switch to Boston Center and his radio failed. He heard a slight change in engine pitch at this time.
- He felt it was safer to let his four skydivers jump than to land with a full plane on a short runway, so he asked his tandem jumper what was considered the minimum safe altitude for jumping and was told 7500 ft. He kept climbing and tried to address the subtle engine tone change.
- He lessened his climb rate when the engine got rougher. That seemed to help. None of his fixes (cycling the battery master, using carb heat, adjusting mixture and making throttle changes) seemed to work for long, and as he climbed out, it got worse.
- He dropped the skydivers at 7500 ft and reduced his power setting and put on carb heat to descend in a spiral over the airport. When the engine started to make strange noises, he brought back power setting so that "the engine wouldn't explode or fail or make noises at him."
- He considered going to another airport but did not want to divert to an airport which was unfamiliar to him.
- He came in on final going "a little faster and higher than normal so that if the engine failed on final I could still make the runway." He knew it would make him faster but tried to keep things as standard as possible. He selected flaps on final when landing was assured and saw that the flaps were moving slowly.



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- He put all the flaps in, since they were slow but still coming in.
- He tried to lose as much altitude as quickly as he could. He thinks he tried to slip it on final and tried to get to the ground as quickly as possible to slow the plane down.
- After full flaps, he tried to "bleed off speed" however he could. He knew he landed further along than usual, and thought, "Uh oh, I have to do max braking" but he felt that going around might get him killed.
- He tried maximum braking. One of the brakes did not feel as strong as the other, so he pumped the brakes.
- He went off the end of the runway into the ditch and that flipped the airplane.
- When asked if he recalled what flight of the day it was when the airport manager jumped his battery, and he could not recall this event.
- When provided additional information about the witness statement, he stated that this may have occurred, and that he might vaguely recall this event.