



NTSB RECORD OF CONVERSATION

Lynn Spencer
Aviation Investigator
Eastern Region, Office of Aviation Safety (ERA)
National Transportation Safety Board

Date: 08/29/2018

Person Interviewed: George Hatch, Assistant Airport Manager, Cranland Airport
NTSB Accident Number: ERA18TA236

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

- The assistant manager of the airport recalled that the day of the accident, he and another person at the airport had jumped the battery of N3115R.
- He stated that it was not the airplane's first flight of the day when they jumped the battery, but rather after it refueled.
- He stated that the parachute operation regularly calls for jump-starts, and that "it's routine for them to ask for jumps. It's not surprising for them. They are forever killing the batteries."
- He stated that he would talk to the person who assisted him in jumping the battery and see if he could recall what time it occurred.



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Date: 09/10/2018

Person Interviewed: Alex MacKenzie, parachutist, Go Skydive Boston Manager
NTSB Accident Number: ERA18TA236

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

- The parachutist/manager of Go Skydive Boston stated the maintenance provider, A-1 Aero-Services, in Taunton, MA, has all the aircraft logbooks and maintenance records and has had them since before the accident.
- He stated that he texted the owner of A-1 Aero-Services to request those logbooks on Saturday, Aug 25, after NTSB arrived on scene to investigate another aircraft accident at the airport, “just in case” their operation was inspected.
- He stated that he has still not received those logbooks after several attempts to request them, so he cannot fill out NTSB Form 6120.
- He reported that he last reached out to A-1 Aero-Services on September 4 to find out when he could expect the maintenance logbooks and was told that they would be dropped off the next time the owner was in the area.
- I relayed that he should just keep me posted and let me know when he receives those airplane records and that I will put the investigation on hold.
- He reported that he believed that the pilot got freaked out by the loss of radios that day.
- He recounted that, on the accident flight, during the initial climb, the pilot said, “Hey, I lost my radios, what do I do?” He advised the pilot how to avoid Class B airspace while climbing to 7,500 ft, and advised the pilot to let the jumpers out rather than try to land with them.
- I asked if he noted any other anomalies other than the loss of radios on this flight and he said no, and further states that he did not consider the loss of radios to be an emergency so he did not inform the other parachutist. He said noted no other issues or concerns with the aircraft and was not aware of and did not note any engine problems.
- When I asked how many jumps he had, he stated that he had done the math and figured that he had about 14,000 hrs inside of jump aircraft and over 8,000 jumps.



NTSB RECORD OF CONVERSATION

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Date: 08/28/2018

Person Interviewed: Marco Boscolo, parachutist on airplane

NTSB Accident Number: ERA18TA236

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

- The jump-master/parachutist stated that he has over 10,000 jumps.
- He stated that the flight felt “good at all times.”
- He stated that at about 4000 feet altitude he heard from the other jump-master that they would be doing a “low jump.” He did not interpret this as a bad thing, and said that he figured that the airspace above them was busy and that Boston Center (air traffic control) did not want them any higher.
- He jumped with his customer then landed and went into the hangar to get another parachute.
- He stated that he came back outside of the hangar and saw the airplane arriving fast, and heard the aircraft braking.
- He stated that when he spoke to the pilot that evening, the pilot said he had a high oil temperature light and did not want to perform a go-around because of that. The pilot explained further that he should have gone to Plymouth.
- He stated that the pilot told him that he put down full flaps on final but that they “wouldn’t go” and that he kept trying to pull flaps and apply brakes.
- He stated that the pilot told him that if he had had 40 more feet that he would have stopped.
- He stated that the pilot told him that with the oil indication, he did not want to climb higher than 7,000 feet.