



RECORD OF CONVERSATION

Pilot Statement

Lynn Spencer
Air Safety Investigator
Eastern Region Aviation

Date: June 10, 2022
Person Contacted: James McLaughlin (Pilot)
Contact # [REDACTED]
NTSB Accident Number: ERA22LA264

Narrative:

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

Mr. James McLaughlin returned my call at 1529 EDT on June 10, 2022. He called from [REDACTED]. His email address is [REDACTED].

Mr. McLaughlin stated that he was on the third load of skydivers the morning of the accident. He stated that when he pulled up to the pick-up spot, they were supposed to have a load (of skydivers) ready for him, but they were not ready, so he waited 5-10 minutes. He stated, "I thought the gauges indicated that I had enough fuel." He had intended to refuel after the third load. His skydiver load finally arrived, and they departed. He flew a low pass then began the climb. Boston Approach stopped his climb due to traffic. After he called the traffic in sight, they allowed him to continue to his climb, but he estimates that he was delayed a couple minutes. He stated that the jump run is challenging, and he was not sure when the fuel low light came on. Everything was normal on the jump run and he turned east to make a left pattern for runway 19. At 8,000 ft "it got really quiet." "The red light was on solid." The propeller windmilled until he feathered the propeller. He stated that in hindsight he wished he had not feathered the propeller because then the propeller stopped, and the airplane flew much faster without all the drag. He had to work hard afterwards to bleed off speed and altitude to get the airplane on the ground. He stated that he thinks he might have had enough fuel had he not been delayed twice. I asked about the fuel lights, and he stated that there is a yellow low fuel light for the fuel tanks, and a red fuel light for the fuel reservoir. He stated that he takes flying very seriously but perhaps because of his inexperience, he thought he had enough fuel to make the run but "he got caught" and he did not respond to the situation as he should have. He stated that if he had more experience, he believes he would have gone and gotten fuel when his load was late. The call ended 3:50 EDT

The digest was e-mailed to him for review on June 10, 2022. He replied on June 10, 2022, at 1745 EDT indicating that the digest was correct. The final digest was e-mailed to him on June 11, 2022.