

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME	DATE
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Gary Bipes		ROUTING	
		SYMBOL	INITIALS
SUBJECT Accident Pilot Interview			
DIGEST 24 Aug 2017 - Contacted the son-in-law of Mr. Bipes to look at the aircraft wreckage for some follow up items. While I was at the hanger, I was informed that Mr. Bipes was at home recovering from his injuries. He daughter called him, and said since I was in the area it would be acceptable to see him at his home. I meet Mr. Bipes at his home and the following is his verbal statement: During the takeoff roll he pulled back on the control stick and the aircraft did not want to take off. He bounced a couple of times and at one point following a bounce, the aircraft went "straight up". The aircraft did not response to forward stick movements. He did not know what was happening but since he did not want to get any higher, he retarded the throttle. The aircraft stalled, the nose dropped, and the aircraft impacted the ground. Mr. Bipes stated when he went up, he pushed forward and did not feel he had any elevator control. He was unsure of what happened. He recently purchased the aircraft and put it together. It was in three parts; center - wings - tail. He put the aircraft together and flew it 6 or 7 times before accident. Cont next page			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE	TITLE	SIGNATURE	

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I asked him when he put the aircraft together what type of bolt would be used to connect the elevator control rod with the elevator bracket? He stated it would require a fiber nut or a castle nut with cotter pin. I asked him what he would use. He stated he would use the castle nut with cotter pin. I than asked him if he remembers installing the nut to the elevator control and he did not remember.

Additional information:

The engine is a 503 CTI

Someone on the ground thought the engine quit but Mr. Bipes felt that was assumed since he retarded the throttle it would appear to quit.

He has a 10 gal tank and he had 5 gallons of fuel. He got the non-oxygenated fuel from the local gas station within a few days of the accident.

He stated he was 160 lbs on day of flight. He estimated passenger was also 160 lbs.

He also stated after he bounced twice, he should have aborted takeoff.