



RECORD OF CONVERSATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: January 30, 2019
Person Contacted: Mr. Terry Bolstad (Builder/Owner/Pilot)
NTSB Accident Number: WPR17LA181

Narrative:

The following is a synopsis of the information provided by Mr. Bolstad in a telephone conversation on this date:

- He has fully recovered from the injuries suffered in the accident
- The W&B for the accident flight should include 12.5 gallons of fuel and a pilot weight of about 210 lbs (half way between 200 and 220)
- Despite thinking about it almost daily, he does not recall much of the accident flight
- Rans stressed a 3-point attitude for the takeoff (as opposed to raising the tail)
- According to multiple witnesses, after takeoff the airplane climbed "rapidly"
- The post-liftoff pitch attitude was high enough that his forward view did not include the horizon
- The airplane was not equipped with an attitude indicator, so the pilot attempted to use his lateral/peripheral view to discern his pitch attitude
- He "relaxed" the aft stick pressure soon after the airplane assumed its high pitch attitude
 - This was done in part because he was concerned about the potential for striking trees at the end of the runway, and he wanted to be able to see them
- He does not recall anything between the time he relaxed aft stick pressure and ground impact