



RECORD OF CONVERSATION

Eleazar Nepomuceno
Aviation Accident Investigator
Western Pacific Region

Date: 6/1/2021
Person Contacted: Chris Miller (pilot rated passenger)
NTSB Accident Number: WPR21LA208

Narrative:

The following is a synopsis of the information provided by the pilot rated passenger on N75016 in a telephone conversation on this date:

The passenger, who accumulated about 5,000 flight hours encompassing 24 years of Stearman experience, stated that he a front seat passenger and was an "advisor" during the flight; he did not act as pilot of command.

After the uneventful preflight, run-up, and taxi, the pilot in command, performed 10 full stop takeoffs and landings at Frazier Lake Airpark (1C9). They then traveled to Hollister Municipal Airport (CHV) to refuel. The pilot topped off the center tank and departed CHV. While enroute back to 1C9, the pilot performed stalls, steep turns, and slow flight maneuvers without issues. The pilot then completed two more landings at 1C9, and on the last landing rollout, the pilot increased the engine power to full and took off. During the climb out from runway 23 with a 17-knot headwind, about 300 to 400 feet above the ground, the airplane stopped gaining altitude. He verified that all the controls, to include the propeller lever, the throttle lever, the mixture, and the fuel selector, were all in the correct position. He further noticed that they were not gaining nor losing altitude, and at the current heading, were headed towards power lines. The pilot then initiated a right turn back towards the airport and notice other power lines. The pilot maneuvered the airplane away from the powerlines and initiated a force landing to a soft dirt field.

When asked if the pilot believed that the airplane should have had enough power to maintain altitude and climb, the passenger stated yes, because the pilot was performing the same flight maneuvers with no anomalies to the airplane or the engine until the last climb out.