



MEMORANDUM FOR RECORD

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Aviation Accident Investigator
National Transportation Safety Board
Office of Aviation Safety - Western Pacific Region

NTSB Accident Number: WPR21LA208
Aircraft Registration & Make/Model: N975016; 1942 Boeing PT-17 Stearman
Accident Location: Hollister, CA
Accident Date: 5/26/2021

Narrative:

The following is a synopsis of the information provided by FAA Inspector Adrian Guijo in a preliminary post-accident examination of the airframe and engine, to include an engine run on May 28, 2021. Note: Text colored in blue are FAA notations and responses to NTSB questions.

Cockpit Exam

Verify continuity off the mixture from cockpit to respective arms on carburetor

- Did mixture control arm move freely through its cockpit control lever from the lean position to full rich?
 - o Yes
 - o Mixture and Linkages to engine all moved Properly and to the stops

Verify continuity of throttle cables from cockpit to respective arms on carburetor

- Did the throttle move freely through its control lever in the idle position to full throttle?
 - o Yes
 - o Throttle and linkages to engine all moved properly and to the stops

Verify RPM gauges are secure - yes, secured

- Did Pilot rated passenger see the drop in RPM when pilot noticed the RPM drop?

Over the course of Thursday May 27th and Friday May 28th, the pilot was questioned over the phone and in person to try to determine cause of the accident through the eyes of the pilot flying. The narrative from the pilot did not change over the course of questioning, from the original statement given to the responding Police officer and NTSB agent. Things to note:

- Both Pilot and passenger claimed a smooth loss of power after the Go-around attempt prior to the accident.
- Pilot recollection of RPM state was unsure, sometimes stating 2350 RPM and sometimes stating decline in RPM, Passenger only stated decline in "power"
- Pilot recollection of altitude was also unsure (Stating 600 feet to I'm not sure), Passenger stated Altitude as being just above to just below power lines West and north of field.

Flight Control System Exam

Verify cockpit flight control continuity for respective control surface

- Ailerons free to move? [Yes, moved free and correct](#)
- Elevator free to move? [Yes, moved free and correct](#)
- Rudder free to move? [Yes, moved free and correct](#)

Fuel system Exam (note amount of fuel in tanks prior to engine run)

- Strain fuel for sample prior to engine run) [Fuel appears normal](#)
- Does the fuel valve move normally from ON to OFF [Yes](#)
 - Did fuel flow through straining when fuel valve in ON position? [Yes, verified working and proper movement](#)
 - Did the fuel stop when the fuel valve in the OFF position? [Yes, verified working and proper movement](#)
 - Verify primer lines continuity and security/ worn? [Yes, verified electric primer operational](#)

Engine Exam

Verify condition of engine compartment/cylinder

- Is engine & mounts in good condition for a safe engine run?
 - [Yes, engine visibly clean/secure and mounts in good condition. No wear detected](#)
- Magnetos secure, no loose lines/wires (picture of magnetos and wires)
 - [Magneto visually verified and checked for security. No movement and bolts secure.](#)
- Ignition wires, distributor, and spark plugs secured? (picture of each) [Wires, distributor, and plugs Visibly secure](#)

Verify carburetor is secured with no leaks or loose connections

- Did the carburetor butterfly rotate freely between the lean and rich positions? [yes](#)

Verify carburetor heat operation

- Did the carburetor heat lever move from stop to stop without restriction? [Carb Heat and Linkages to engine all moved Properly and to the stops, visually verified](#)

Verify air filter is not restricted - [Air Filter removed and checked, clear and clean. No obstructions](#)

Verify exhaust is not restricted - [Exhaust system visually verified, no obstructions.](#)

Engine Run

Initial Start up

- At least a minute

Idle

- At least a minute

At normal Operating power

- At least a minute

If safe, @ full power

- At least a minute

At power setting when RPM drop was noticed

- At least 1 to 2 min

Notes from Engine Run:

Engine Run:

- Initial Startup – Primer used, smooth start on first try and within 2 blades.
- Oil Pressure 72°
- Oil Temp 20°C
- CHT/EGT climb to green

Warm Up was 4-5 min, all indications were normal, and engine ran smoothly

Run Up:

- Oil Temp 30°C
- Oil Pressure 72-78
- RPM 1800
- Cycle Propeller – Full cycle – Normal RPM Drop to 1200 RPM – recover to 1800 within 2 seconds
- Mag Check: Right – 50-60RPM Drop : Left – 50-60 RPM Drop
- Carb Heat: 350 RPM Drop
- Full IDLE – 750 RPM
- Shutdown, brought RPM to 1500, cycle prop coarse pitch and pull mixture, prop went to coarse pitch as expected.