



RECORD OF CONVERSATION

All persons listed were interviewed by Zoë Keliher:

The following is a summary of conversation:

OREN BREEDLOVE

The pilot was medicated (pain medication) during the following interview.

The pilot stated that he planned to depart from his home base in Wilton, California with a destination of the High Sierra Flying at the Dead Cow Lakebed in Reno, Nevada. He was planning on selling the airplane. He loaded the airplane with Jennifer Watson, a neighbor, and carefully documented where the weight would be positioned. After loading the airplane he departed with himself in the left front-seat, Zack in the right front-seat, and his spouse Janelle and Branson positioned behind Zack.

The pilot stated that he configured the airplane for takeoff and had flaps down and the nose trim was neutral. The departure started normally and after becoming airborne, the airplane controls were not responding to his inputs as expected. The airplane continued to pitch up in a nose-high attitude and he was unable to push the control yoke forward which he described as feeling like he was "stretching" cables with forward pressure. The pilot put the electric trim to full nose-down and it made no effect. With the airplane's pitch uncontrollable, he looked to his left and saw an open area that he could land and elected to make a rapid maneuver toward the area. He added full left rudder and aileron and the airplane bank left, descending into trees.

The pilot stated he maintained consciousness and after coming to a stop, a fire started. The back door would not open due the deformation of the airframe and he broke a front window. They all climbed out the window and the airplane continued to burn.

The pilot estimated that he was about 1,000 pounds below the maximum gross weight. He had two coolers, three motorcycles and camping gear.

BRIAN FRANKS

My name is Brian Franks, I live in Wilton CA 95693. I shot the video from the north end of the airstrip. I observed the plane run up at the opposite end of the runway, everything seemed normal. It began to roll and left the ground about mid field. It proceeded to climb with an increasing pitch and decreasing speed. The left wing dipped and the plane banked then yawed left even though it looked like right rudder was inputted. It then pitched down at a rapid rate of descent before it went behind the trees and I heard several crashing sounds. At no point did I observe or hear the engine stop or sputter or any "bang". Rpm seemed to be at a take off setting and the propeller seemed to be rotating at a reasonable rate for takeoff.

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