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Eastern Region

Date: July 7, 2026

Subject: ERA26LA263 Pilot Interview

Contact: [REDACTED]

Mr. [REDACTED] was contacted via telephone to discuss the accident of N5205K. The following is a summary of that conversation.

Mr. [REDACTED] stated that he had departed from Keen, NH with intention to fly to this grass strip. He did not get flight following. Once he was clear of Keen's airspace, he dialed in the frequency for the field and monitored. As he approached the destination field, he saw an airplane and assumed that it had just taken off. The other airplane was at a lower altitude than he was. He noted that he had descended down to about 2500 ft. He stated that he saw the airplane significantly lower than his altitude and so the other airplane was not an issue. He attempted to contact the other airplane on the frequency to inform them of his intentions to land, but he did not receive a response. He continued to proceed towards the runway and continued to call out his position.

As he entered the downwind for runway 30, he put the landing gear down and did a GUMPS checklist. As he was about to turn for final, he heard a call on radio that said, "final for 18". He described the airport runways and that they don't intersect but the approaches are close. He elected to slow down his descent while he called back to the other pilot and asked him to "hold back" since he was on final. The other pilot acknowledged.

As he proceeded, he stated that he was a little higher than he wanted to be and that this is not a good runway for a go around. As he touched down, he realized he was faster than he expected. He stated that he "stood on the brakes" and realized he wasn't going to stop before the end of the runway. Considered trying to input rudder control, but he was concerned about rolling the airplane and making things worse.

He stated that he has no memory after that and the next thing he remembered was waking up in the ambulance.

The IIC asked him to describe the extent of his, injuries which he did.

He added that one of his friends went to the airplane to retrieve his personal belongings.

Mr. [REDACTED] also confirmed that there were no mechanical issues with the airplane. It performed as it should.

He provided an email address of [REDACTED]

-End of conversation

The pilot was emailed the NTSB 6120.1 form. The pilot replied with a partially completed form on July 7, 2026, and stated in an email that:

"The form wouldn't allow saving, so I printed and scanned it.

Here are pages 1-3.

Pages 4 and 5 are not applicable.

Pages 6-10 will follow."

The pages described were received by the IIC. The IIC asked the pilot on July 13, 2026, to confirm the above details of the summary of the telephone conversation. The pilot replied the same day with:

"I don't think it makes much difference, but when I attempted to contact the lower altitude airplane I asked if they were planning to land at Newport.

Otherwise accurate."