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Date: June 25, 2026

Subject: Pilot's Flight Experience and Physical Status

In an email dated June 25, 2026, the pilot-rated-passenger provided his estimate of the pilot's flying hour experience as:

Total in all airplanes: ~850-900
Total in make and Model: ~800
Total in Single engine airplanes: ~840-890
Total in multi-engine airplanes: ~10
Total Night: ~55
Total Instrument actual: 0
Total Instrument simulated: ~15
Total as PIC in all airplanes: ~800-850
Total as PIC in make and Model: ~725-775
Total as PIC in Single engine airplanes: ~790-840
Total as PIC in multi-engine airplanes: ~10
Total as PIC Night: ~50
Total as PIC in Instrument actual: 0
Total as PIC in Instrument simulated: ~15

When asked about the pilot's mental alertness during the flight the pilot-rated-passenger reported the following:

- Did the PIC appear to be slow to respond, or sluggish with his actions?

Answer: No

- Did the PIC appear to be slow to make decisions or slow to react to events during the flight?

Answer: No

- Did the PIC appear to be affected from using medications?

Answer: No

- Did the PIC appear to have difficulties with flying the airplane?

Answer: No

- While he was discussing mountain flying with you, did the PIC appear to have difficulties explaining the topics?

Answer: No

- Do you have an opinion on the PIC's flying skills and decision making during the accident flight.

Answer: My dad's () skills and decision making seemed to me to be FULLY intact, timely, and correct, with the exception of the few seconds late decision to go around.

In the moments leading up and during the failed go-around, he was already taking the action when I started to think of it. When I was starting to say "go around" he was already advancing the throttle, when I thought of engaging/modulating the flaps, his hand was already on the manual flap lever (Johnson Bar) beginning to do so. In the final moments before impact, he VERY INTENTIONALLY maneuvered the plane so that impact with the treetops would be on the wings first, not head on. This was NOT a stall-spin in the final moments. This was a controlled flight into the trees given we could not out climb the rising terrain. I have said this many times and to many people – I think that 95 out of 100 pilots, CFIs included, would have NOT done a better job with this situation; and the majority of them likely would have stallspun the plane in the final second out of fear of impact. He did NOT. He was aware that would result in a worse outcome. He gave us both the best possible chance of survival – no question in my mind. I have ZERO concern about the status of his skills and/or decision making ability and speed of decisions.