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Air Safety Investigator
Western Pacific Region

Date: 12/02/2026

Subject: WPR25LA308, Memorandum for Record

Contact: [REDACTED] Pilot

The following is a synopsis of the information provided by [REDACTED] in a telephone conversation.

The pilot reported that 8 days prior to the accident, he was issued a sport pilot certificate and that most of his training was in a 2-seat airplane with an instructor on board. He recently purchased a Teenie Two, a single seat, experimental airplane. Prior to the day of the accident, the pilot flew the Teenie Two approximately 5 hours, which included a cross-country flight and approximately 10 take-off and landings. The pilot stated that although the manufacturer specifications of his airplane indicated a climb rate of 700 feet per minute, he observed a maximum of 300 feet per minute while flying the airplane.

Before the accident flight, the pilot reported that he filled the fuel tanks completely full, something he had never done before. He calculated that the center of gravity of the airplane was within limits and reported that he wasn't sure what the maximum take-off weight of the airplane was. The pilot reported that his plan was to depart on runway 32 because of less obstacles/terrain and better emergency landing options. However, because traffic was using runway 16, he chose to depart from runway 16. On initial climb, the pilot observed that the airplane was climbing at 150 feet per minute and soon after, only maintaining level flight, with trees and power lines surrounding him. The pilot estimated that he would not be able to fly above the terrain or maneuver away from it, so he elected to make a precautionary landing in a grass covered field. During the landing flair, the pilot observed that he did not have adequate landing area. He applied full left rudder input to drag his left-wing on the ground to shorten the landing distance, which resulted in a hard landing and subsequent impact with the ground.

The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.