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Western Pacific Region

Date: April 13, 2026

Subject: WPR26LA148 / Record of Conversation

Contact: [REDACTED], Pilot

On April 13, 2026 I conducted a follow-up phone interview with the pilot flying at the time of the accident, [REDACTED]. The purpose of the call was to verify the specific circumstances of the flight and gather additional details.

The pilot stated that there were no mechanical malfunctions or failures with the airplane.

He described the flight as a local traffic pattern flight. He recently purchased the accident airplane, and this was his first flight in this airplane. He has prior experience flying ultralights and other light sport airplane models. He stated he had never flown this specific make/model of airplane prior to the accident.

Regarding the accident sequence, he stated that he completed a couple of high-speed taxi tests on the runway, then performed a take-off. He remained in the traffic patterns and set up for a landing. He landed the airplane, but it landed hard and bounced so he initiated a go-around by applying full engine power. He then determined the airplane would not be able to climb sufficiently to clear the trees ahead, off the end of the runway, so he reduced power and landed. As a result, he landed long and the airplane went off the end of the runway into a brush-covered overrun area. He was not injured.

He also said that other pilots of the same airplane model stated online that they land their airplanes with 10 degrees of flaps, so he had set the flaps that way for his landing. However, after the accident some people he knows who are familiar with the airplane model told him it would have been better to land with 30 degrees of flaps, as that would have slowed the airplane further for the landing.