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OAS - Western Pacific Region

Date: 6/17/2026

Subject: WPR26LA221, Phone Interview with Pilot

Contact: [REDACTED], Pilot in Command

On June 17, 2026, I interviewed [REDACTED] regarding the circumstances of the accident involving N399RS that occurred near Summer Lake, Oregon, on June 15, 2026.

Mr. [REDACTED] stated that he was conducting a personal flight to practice skills for currency and proficiency. A friend, who was also a pilot, accompanied him on the flight.

According to Mr. [REDACTED], the flight involved a series of touch-and-go landings on a dry lakebed using his tailwheel-equipped airplane. The operation consisted of landing, taking off again, then climbing to approximately 30 feet above ground level, and then landing again.

Mr. [REDACTED] reported that during the accident landing, the airplane touched down on the sandy lakebed and decelerated normally. He maintained the tail in a level attitude, and the landing initially appeared normal. As the airplane slowed, however, the tail rose higher than anticipated without any brake application.

At an estimated ground speed of 10 to 15 knots, the airplane pitched forward, the propeller contacted the ground, and the airplane subsequently nosed over. The airplane came to rest inverted.

Mr. [REDACTED] stated that the lakebed surface was softer than anticipated and that the main wheels sank into the soil to approximately the midpoint of the tires.

The airplane sustained substantial damage to the rudder and the left-wing strut.

Mr. [REDACTED] reported no preaccident mechanical malfunctions or failures that would have precluded normal operation of the airplane.