



RECORD OF CONVERSATION

Andrew L. Swick
Aviation Accident Investigator
Western Pacific Region

Date: June 6, 2017
Where: Phone Conversation
Person Contacted: Troy Eck
NTSB Accident Number: WPR17FA118

Mr. Troy Eck was a student pilot in the accident airplane [N66117] and was seated in the left seat. The interview took place over the phone, and his location during the call was at the Desert Regional Medical Center, Palm Springs, California, where he was receiving medical treatment for his injuries sustained in the accident. At the time of the interview, he was aware of his surroundings and could speak clearly, and at length. During the interview, he stated that due to a scheduling issue he and his CFI had to fly the accident airplane, a Cessna-150, instead of the usual Cessna-152 that he had most of his flying experience in. This was Mr. Eck's first flight in a Cessna-150 and according to the airplane flight log, which he recalls checking prior to the flight, the last flight recorded was on April 21, 2017. A flight plan was not filed and a weather briefing was accomplished prior to the flight. Mr. Eck recalls he and the CFI departing Redlands Municipal Airport, Redlands, California, and climbed to 4,000 ft mean sea level at a 100-200 feet per minute climb. He further stated that the winds were calm at that altitude. After some instructional flight, the CFI instructed Mr. Eck to turn left and to continue to Banning Municipal Airport (BNG), Banning, California, where they would perform a touch-and-go landing. Mr. Eck entered the right traffic pattern for runway 26, and during the landing, touched down hard on the runway. Mr. Eck recalls the winds at the time as gusty, and expected them to be at BNG, from past experience. The flaps were retracted and power was applied to continue the touch-and-go. After departing the runway, he realized that the airplane was not climbing and it was veering to the right side of the runway. Mr. Eck had the CFI take control of the airplane. The last of Mr. Eck's memories of the accident flight was seeing the I-10 freeway approaching and soon after impacting trees near the freeway. The accident flight only lasted about 45 minutes.

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