



RECORD OF CONVERSATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: April 25, 2017
Person Contacted: Mr. Mike Lopez (KBNG Airport Attendant)
NTSB Accident Number: WPR17LA090

Narrative:

The following is a synopsis of the information provided by Mr. Lopez in a telephone conversation on this date:

- Mr. Lopez is the "airport attendant" at Banning airport
- About 1340 on 2/24/17, Mr. Lopez heard the accident airplane radio in on CTAF that he had experienced a "massive power failure" and that he "was coming in hot for runway 26" in a right traffic pattern
- Mr. Lopez looked out his window and saw the airplane on a right downwind for runway 26
- Mr. Lopez thought the airplane appeared to be at the appropriate position/altitude/speed combination to make a normal landing
- Mr. Lopez knew a helicopter was planning to depart KBNG at that time, and radioed an advisory to the Cessna, but the Cessna never responded
- Mr. Lopez then watched (still from his office) the airplane descend on final for landing; again it appeared normal
- However, he then observed a "big cloud of dust" and realized something was amiss
- He "jumped in his truck" and drove out to the airplane
- No more than a 'few minutes' passed between the first radio call and the impact
- The pilot emerged with a profusely bleeding nose or nose bridge
- Mr. Lopez suggested that he take the pilot to the hospital; the pilot agreed
- Enroute to the hospital in Mr. Lopez's truck, the pilot requested that he be dropped at a rental car facility instead
- Mr. Lopez agreed and they stopped at an Enterprise facility
- The pilot successfully rented a car, and he followed Mr. Lopez back to the airport/airplane
 - The pilot did not go to the hospital
 - The pilot said he had left some personal items in the airplane, and needed to retrieve them first
- The Banning Police stopped the two, and prevented Mr. Lopez from returning to the airplane

- They allowed the pilot to drive to the airplane
- Mr. Lopez estimated that it was about 1420 when they returned to the airport
- About an hour after they returned, the police questioned Mr. Lopez
- They wanted to know if the pilot or airplane had previously been at the airport; Mr. Lopez advised them that he had never seen the pilot or airplane before
- The police or other personnel with badges asked if the airport had an extra hangar available, Mr. Lopez advised them they could put the airplane in hangar E-9
- The police or other personnel put the nose of the airplane (the NLG had separated) on the flatbed of a truck, and they walked the airplane to hangar E-9
- Mr. Lopez did not put a lock on the hangar, but he did not know if anyone else did
- Mr. Lopez never touched any controls or anything else inside the airplane