



Memorandum for Record

Fabian Salazar
Air Safety Investigator
National Transportation Safety Board
Investigator in Charge

NTSB Accident Number: WPR21FA298
Aircraft Registration & Make/Model: N8520G / Cessna 150
Accident Location: Banning, California
Accident Date: July 30, 2021

The following is a summary of the automated dependent surveillance-broadcast (ADS-B) data, recorded from N8520, on July 30, 2021. All times are coordinated universal time (UTC), and all altitudes are mean seal level (msl), unless stated otherwise.

- First recorded data: 15:21:54, on the 1st 1/3rd over the runway 26, Redlands Municipal Airport (REI), Redlands, California at 1,400 ft.
- Crossed the threshold four times and once beyond the threshold (#3)
 1. 15:26, 1,550 ft
 2. 15:31, 1,525 ft
 3. 15:35, 1,400ft
 4. 15:39, 1,500 ft
 5. 15:43, 1,500 ft
- Departed the traffic pattern to the south off crosswind: 15:45:22
- At 15:46, turned left 45°, generally followed the Interstate 10 (I10) freeway. Travelled southeast about 2 miles.
- 15:48 made a 180°right turn, followed immediately by a 180°left turn.
- Flew southeast about 5.6 miles.
- 15:53, made a series of turns that eventually put the airplane on a northwest path that paralleled the freeway.
- Travelled about 1.5 miles northwest.
- 15:55, made a 360°right turn, followed immediately by a 360°left turn.
- Continued to the northwest for about .75 mile.
- 15:57 made two consecutive 360° turns (720°).

- Continued to the northwest about .4 mile.
- 15:58, made on 360° right turn.
- Continued to the northwest about 1.5 miles.
- 15:59, made one 360° left turn, followed shortly by a 180° left turn, and generally paralleled the I10 freeway southeast.
- Travelled southeast about 6 miles.
- 16:05 turned right 180°
- Travelled northwest for about 3 miles.
- 16:07, turned right 180°, travelled southeast, over the freeway to the Banning Municipal Airport, (BNG), Banning, California
- 16:21, over the runway numbers (runway 08) 2,100 ft. Continued on the runway and lifted off about 16:22
- 16:22:35, turned crosswind at 2,300 ft
- 16:23, turned downwind at 2,400 ft. Climbed to 2,600 ft
- 16:24:17, turned base leg while at 2,600 ft.
- 16:24:33, turned final while at 2,700 ft
- 16:25, crossed over the numbers (08), at 2,100 ft
- 16:26, crossed the end of the runway at 2,200 ft
- 16:26:29, turned crosswind at 2,300 ft
- 16:26, on downwind at 2,400 ft. Climbed to 2,600 ft
- 16:27, turned base at 2,600 ft
- 16:28, established on final at 2,400 ft
- 16:28:39, crossed the runway numbers (08) at 2,100 ft
- 16:29, crossed the end of the runway at 2,200 ft
- 16:29:46, turned crosswind at 2,300 ft
- 16:30:05, turned downwind at 2,400
- 4th from last data point: 16:30:23, at 2,500 ft
- 3rd from last data point: 16:30:36, at 2,500 ft
- 2nd from last data plot: 16:30:38, at 2,300 ft
- Last data point: 16:30:39, at 2,200 ft. Google elevation for the accident site was 2,252 ft

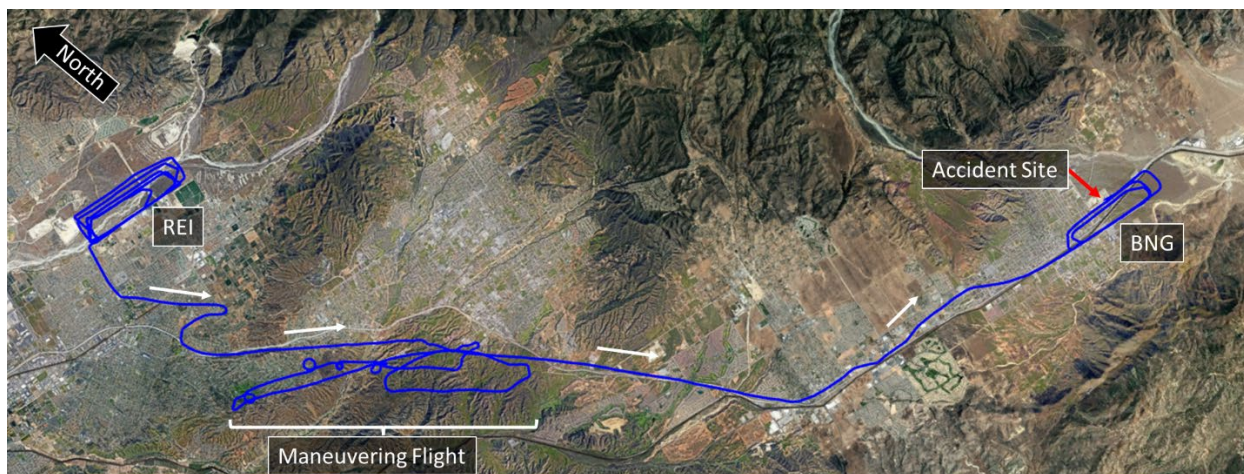


Figure 1. Image of the entire flight route.

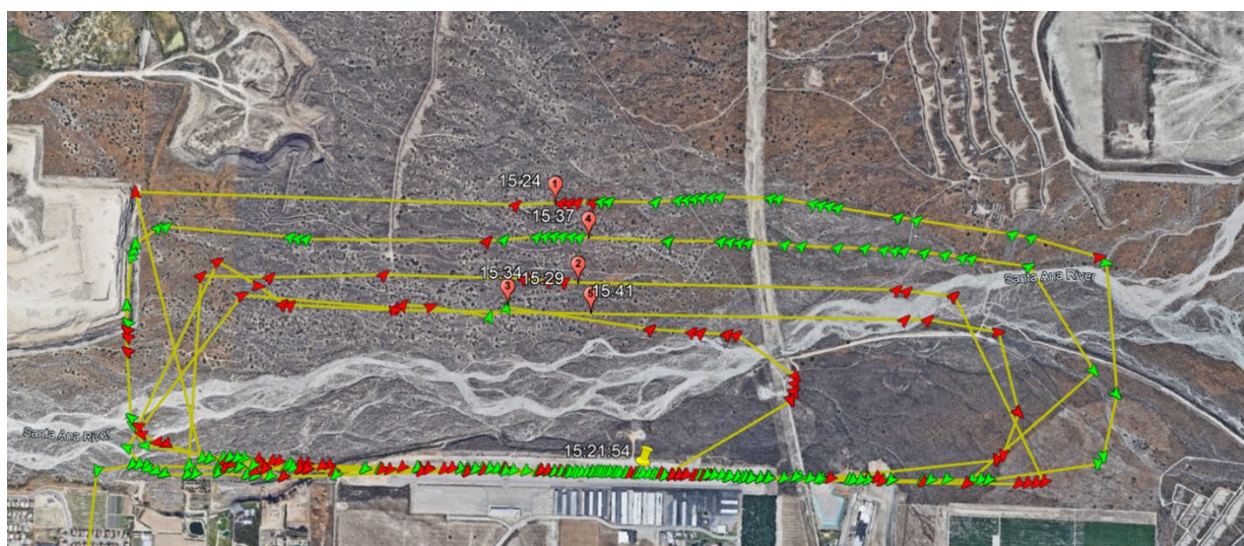


Figure 2. Image of the five traffic pattern flights at REI. The numbers identify the order of the traffic patterns.

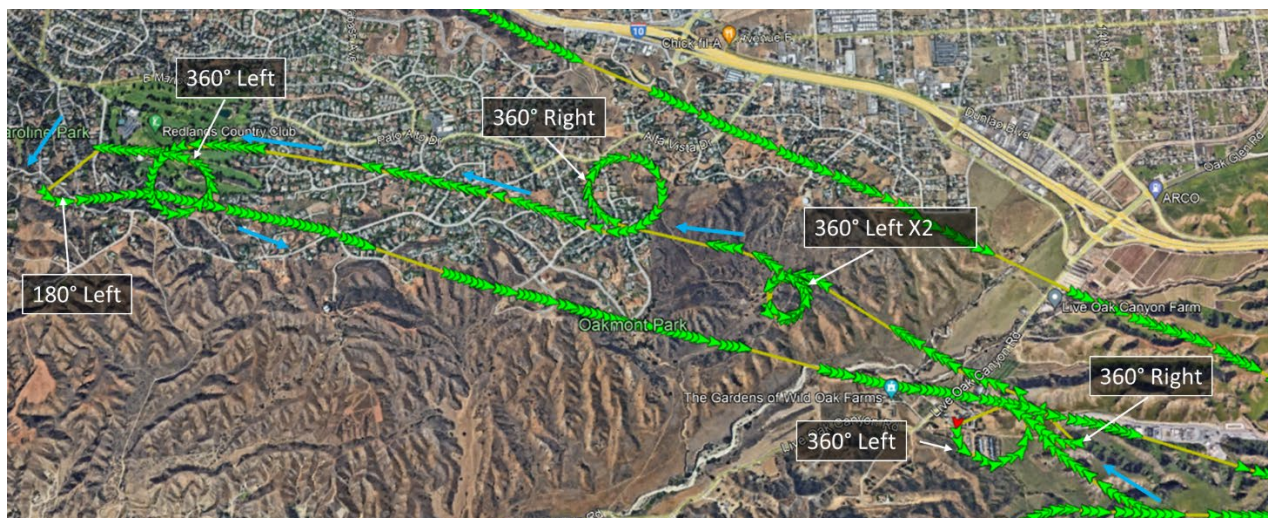


Figure 3. Image of the western half of the maneuvering flight portion of the flight.



Figure 4. Image of the entire maneuvering flight portion of the flight.

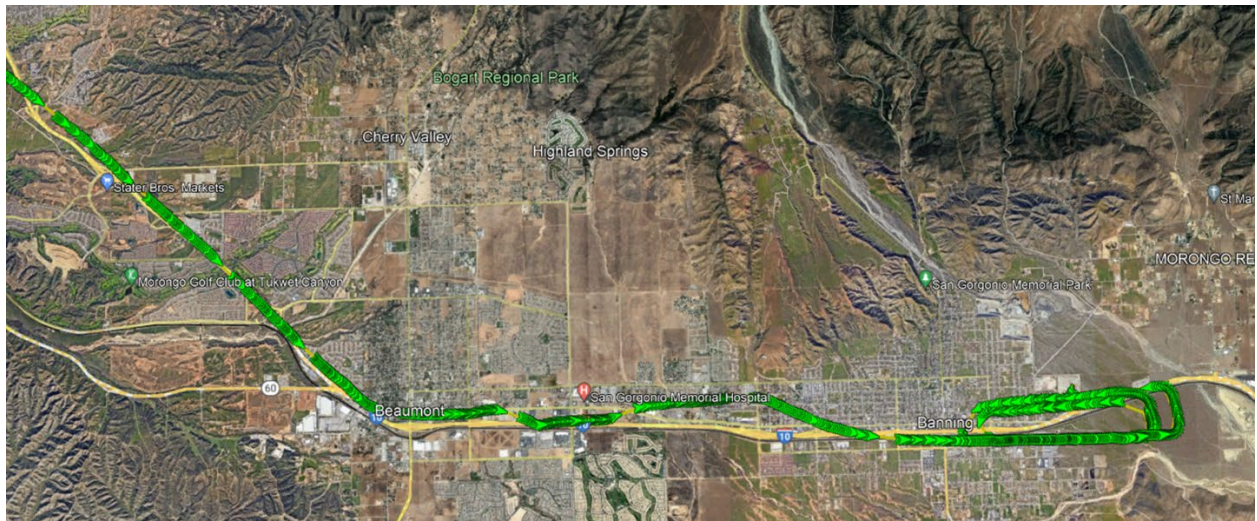


Figure 5. Image showing the transition over Interstate 10 freeway to BNG.



Figure 6. Image showing the traffic patterns at BNG. The number 3 icon points to the accident site.