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**Date:** May 12, 2026

**Subject:** WPR26LA182 / Record of Conversation

**Contact:** [REDACTED], Pilot flying

On May 12, 2026, I conducted a telephone interview with the pilot flying at the time of the accident, [REDACTED], regarding the airplane accident that occurred the previous day at Flabob Airport (KRIR) in Riverside, California.

He described the flight as a local solo flight for the purpose of becoming night current as a VFR pilot. He had not flown for about 1.5 months prior to the accident flight, and had not flown at night for three to four years. In addition, he had only flown in and out of KRIR during daytime hours in the past. He said he flies only for pleasure and has been a pilot for 21 years. After checking the weather conditions online, he decided to conduct the flight later in the day so that when he returned to the airport it would be approaching dark and he could conduct the required three take-offs and landings for night currency.

He stated that he departed KRIR and conducted a flight before dark along the mountains to the north, then returned to KRIR as it was nearing dark. He obtained the ATIS weather information from Ontario for altimeter and winds. He entered a crosswind for runway 24, and could make out the runway on the ground in the dark. He tried to activate the pilot controlled lighting (radio transmission "clicks") but the lights did not turn on. He continued his landing traffic pattern and was still unable to get the lights to activate. He said he stuck to the plan to land, and could still see the runway in the near-darkness. He said he could see lights from cars and police emergency lights on the ground, and could see the mountain to the southeast and a large flag on the mountain, which also helped indicate the wind direction. He aimed to land a bit long, past the runway numbers, to ensure clearance from some power lines he is aware of near the airport.

Regarding the accident sequence, he stated that as he was landing he had the landing light on and briefly saw something cross under the airplane, then the airplane hit something, spun around, and came to a stop just off the left side of the runway within the airport property. He wasn't sure what the airplane had hit or which direction it had spun. The sliding cockpit canopy had opened partially. The propeller was bent and the nose wheel and left wheel/gear broke off the airplane.

He said that in retrospect he should have planned for a need to abort a landing and go-around, as well as an alternate landing location if needed. He didn't really consider not landing as an option, and by the time he realized he should abort the landing he didn't have time to execute a go-around.

He also explained that he was informed after the accident that there is a FAA NOTAM indicating the airport is closed to operations from sunset to sunrise each day. He said he was unaware of the NOTAM and that he had seen others operating at night at the airport, so he was concerned other airport tenants may not be aware as well.