



City of Elko
Elko Regional Airport
[REDACTED]
Elko, NV 89801

N90SR Report Summary

At approximately 10:15 am local on 2/21/2018, I received a call from FBO Fuel Supervisor [REDACTED] that an aircraft appears to be crashed into the fence near the ASOS. I looked to see what appeared to be a tail of an aircraft behind a low earthen berm. It was virtually impossible to see the aircraft from my location. At no time did the pilot declare an emergency over the CTAF frequency for the airport.

I notified the ARFF response unit to proceed to an ALERT 3 midpoint of runway 6/24 south of the runway near Highway 40. I called my staff to proceed to the accident site. I proceeded to the scene of the accident and arrived at approximately 10:20 long with the ARFF unit. As I arrived on scene I noticed the pilot sitting on the edge of the wing. Fire department personnel assessed the patient and secured the aircraft with the help from the pilot. The pilot's chief complaint was a back injury.

Additional mutual aid units arrived to the airport staging area and airport operations personnel provided escorted access to the scene. NOTAMs were not issued due to the location of the aircraft and the airport was not closed. During this time, I asked operations personnel to perform additional runway checks looking for any debris that may have been left on the runway. None was found.

Once the initial emergency was over I contacted the Regional Operations Center at 10:47 am local. Additional calls were made to the City Manager and the Chief of the Fire Department. Calls to the ROC were placed a few additional times as we gathered information.

At approximately 11:00am local the scene was turned over to airport operations. Once again due to the location of the aircraft additional services were not needed and the scene was secured. The perimeter fence was not breached. We walked the path of the ruts/skid marks.

I found out that the aircraft was going to Ogden, Utah for maintenance. I was informed by the pilot that he had an issue with the brakes. I was not able to obtain any additional information before he was transported to the hospital. Additional witnesses explained that the aircraft was coming into land on Runway 6. The aircraft had performed a low approach to the airport on the designated runway and was coming back into land. The aircraft touched down on runway 6. Tire marks and the ruts indicated that the aircraft had touched down and proceed down the runway and began a gradual right turn. The aircraft left the runway and proceeded in a southeastern direction hitting a drainage ditch berm and coming to rest in a southern facing position. At the time I believed the right main landing gear was torn off. During removal operations it was noted that in fact it was the front nose gear. There was noticeable damage from the canopy forward. The left wing tip was damaged. The left main gear was visible. The underside of the fuselage showed signs of damage due to hitting the berm and proceeding over the top of it. Due to the location and position of the aircraft it was hard to document the damage to the under carriage. The aircraft was resting on the fuselage with only one landing gear visible.

All numbers are estimates only: Unknown when the aircraft touched down. Using the tire marks, on Runway 6 at approximately 3000 distance go to marker the aircraft began a right turn from the middle of the runway towards the side. 575 feet after the initial turn the aircraft left the runway and proceeded 345 feet southeast. The aircraft hit a drainage berm, went up and over and came to rest with the nose of the aircraft touching the fence facing south.

Over the course of the next few weeks I was in contact with the pilot and two (2) removal companies. In addition, I was in contact with representatives from the NTSB and Reno FSDO. For the removal companies, one was out of Ogden, Utah and the other was Boise, Idaho. On 3/09/18 the aircraft recovery team from Boise arrived to remove the aircraft. Prior to this date I made sure that I had all the proper authorization from the pilot and federal agencies before allowing someone to touch the aircraft. Airport Operations provided escort services to the crew. The aircraft



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was placed on a flatbed trailer and taken to the general aviation ramp to prepare the aircraft for shipment to Boise. Staff stayed with the removal crew for a short time. Removal crew was giving instructions on how to depart the GA area and staff cleared. At no time did airport staff assist in the physical removal of the aircraft. We only provided escort services to the location and back to the general aviation ramp.

Additional Information:

Location: N40 49'23.9" W115 47'18.7"

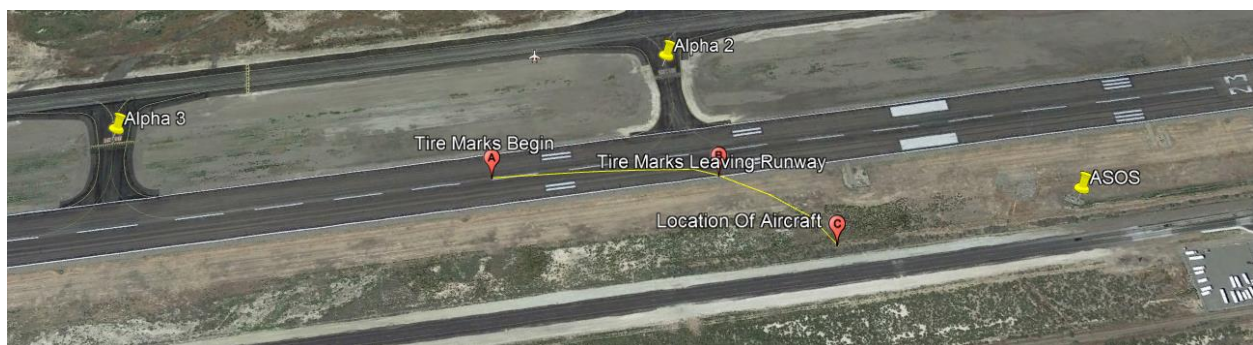
Runway: Runway 6

Weather: From ASOS during time of accident

9:56 AM 21.0 °F 16.2 °F 3.0 °F 46% 30.27 in 10.0 mi Variable 3.5 mph -Mostly Cloudy

10:56 AM 24.1 °F - 5.0 °F 44% 30.26 in 10.0 mi Calm Calm- Overcast

Damage to facility: None



[REDACTED]
Airport Manager



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Ruts in the grass and dirt from where the aircraft left Runway 6. Picture taken looking northwest.

Tire marks and ruts. Facing west towards the approach of Runway 6 opposite direction of landing





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Tire marks leaving Runway 6 facing southeast. In direction of landing. Tip of aircraft tail can be seen in the distance.



Damage to the left wing tip



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Damage to the left main previously thought to have sheared off due to impact.



Damage from the canopy forward/engine intake sustained during accident. Damage to the engine air intake cowling sustained during aircraft recovery.





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Rear under carriage fuselage damage.

