



MEMORANDUM FOR RECORD

Stephen Stein
Aviation Accident Investigator
National Transportation Safety Board
Office of Aviation Safety – Western Pacific Region

NTSB Accident Number: WPR20LA101
Aircraft Registration & Make/Model: N123CE; Cessna 210
Accident Location: Needles, California
Accident Date: March 4, 2020

Note: The following interview was documented by the on-call duty officer.

Interview #1 Summary

Jewel Dixon
Accident Pilot

Interview date and time; March 25, 2020, 1132 PT

According to Mr. Dixon, he think the left fuel tank gauge showed 100 lbs and the right fuel tank gauge showed 150 lbs at the time of the second power loss. He expected to fly for at least one more hour with this fuel quantity. Mr. Dixon stated that he “knew there was a gas problem” and after he lost power initially, he immediately switched fuel tanks (from the left tank to the right tank) and activated the high setting of the boost pump. He lost all power about 15 minutes later.

Interview #2 Summary

Jewel Dixon
Accident Pilot

Interview date and time; March 31, 2020, 1526 PT

Mr. Dixon reported that the airplane had just been serviced by a mechanic in St. George, Utah who flew the airplane to Henderson, Nevada where he picked up the accident pilot and owner of the airplane. They flew back to St. George together. The pilot asked the mechanic if he needed to refuel prior to departure and the mechanic told him he had “plenty.” After the pilot departed St. George he decided that he didn’t have enough fuel to make the flight, landed in Mesquite, Arizona where he purchased 77 gallons of fuel and topped off the tanks. He subsequently departed Mesquite, Nevada with 90 gallons of full onboard.

The airplane was equipped with VORs, a Bendix King 89B GPS and a Stratus 3. According to Mr. Dixon, he thought the GPS had been configured for the flight back to Henderson, Nevada, but he learned that it had not been setup for the flight. Additionally, his tablet, which he used for navigation, was inoperative due to a dead battery. Further, he had planned to return before dark and hadn’t anticipated the need to use his navigation. He encountered dark night conditions as he was passing east of Las Vegas, Nevada heading south to remain out of Class B airspace. He typically uses a low pass east of Henderson, Nevada at 5,000 ft mean sea level that would allow him to remain underneath the Class B airspace.

According to the pilot, he spent the next few hours trying to configure the GPS to work, which had recently been re-configured by the mechanic. The pilot had asked the mechanic to setup the GPS for his return flight to Henderson, but never confirmed whether he did because he was in a hurry to return home. When the airplane reached El Centro, California, he saw the city on the GPS at which point he decided to turn to the north. After he executed the turn he observed the distance on his GPS begin to decrease.

Mr. Dixon stated that he “ran out of gas” on the left fuel tank when it indicated 100 lbs of fuel and then turned to the right fuel tank, which showed 150 lbs and “ran out of gas” 15 minutes later. After the engine shut down on the left tank he hit the high fuel boost pump and the engine restarted in about 15 seconds. The pilot encountered a forced landing in dirt, the nose landing gear dug in and the airplane flipped over.

The pilot stated that he usually flies under visual flight rules during daylight and doesn’t normally fly at night. His last experience flying at night was more than one year before the accident. He was in a rush to leave St. George because he didn’t want to fly in night time conditions. Mr. Dixon reported that he used poor judgment by not staying overnight in Mesquite and leaving under self-induced pressure in conditions he wasn’t comfortable with. He normally balances his fuel levels by switching tanks when the selected tank is about 50% full.



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Interview #1 Summary

Brad Baron
Bureau of Land Management

Interview date and time; January 12, 2021, 0749 PT

Mr. Baron reported that he performed a walkaround of the airplane the day after the accident, got close to each wing and the cockpit, but did not observe a fuel odor. The airplane was picked up by the recovery team 5 days after he was onscene and when the airplane was removed he returned and did not observe any fuel staining beneath the airplane.



RECORD OF INITIAL COMMUNICATIONS

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: March 6, 2020
Person Contacted: Various
NTSB Accident Number: WPR20LA101

Narrative: The following information was obtained via multiple telephone or electronic communications from the noted sources on the noted dates.

3/4/20

FAA WPR ROC

- ROC notified NTSB ~2120 PST
- Registration N123CE Cessna 210
- ZLA received call from Homeland Security that N123CE was in Mexican airspace unauthorized; requested ZLA to track to destination/landing
- ZLA tracked airplane northbound until it disappeared near Needles CA
- About 9pm (time zone not certain) Bullhead City AZ police received call from Ms Pat Flick, reporting that her husband had crashed his airplane somewhere near Needles
 - Her husband Mr Jewel Dixon telephoned her from the wreckage
 - The airplane was inverted
 - He was OK but unable to extricate himself
- Bullhead City PD notified San Bernardino County Sheriff since event appeared to be in SBCSO territory
- Location coordinates (source unk) were given as 34. 6438427 -114.9470473
- SBDSO began searching for airplane/pilot

Ms Pat Flick (pilots wife)

- The airplane was inverted; pilot was OK but unable to extricate himself
- Ms Flick & the pilot lived in Las Vegas NV
- She was in LAS
- The airplane had been up at St George UT for about 4 months for an annual
- The pilot was flown to St George earlier in the day by another pilot in another airplane in order to retrieve N123CE
- He was planning to bring it back to Henderson NV (where it was based) that same day

- He wasn't certain he had enough fuel to fly from St George to Henderson, so he stopped in Mesquite NV to obtain fuel
- He called her from Mesquite NV about 1635 (PST)
- The next communications that he had was about 1900 (PST), when the pilot called to report that he had crashed

ZLA (Eric)

- Homeland Security (Chuck) had called ZLA to notify ZLA of the airplane in Mexican airspace/unauthorized
- ZLA picked up airplane when it was NE of El Centro CA (no time specified)
- N# believed to be obtained via ADS-B (but not certain)
- Neither Mexican nor US ATC were communicating w airplane
- Airplane observed by TBD in Mexican airspace about 0300 UTC (1900 PST)
- Eric at ZLA telephoned pilot about 2135 PST- Pilot fine but inverted/stuck
- SBCSO estimated that they would arrive on accident site approx. 2005

SBCSO

- Arrived on scene and extricated pilot about 2337
- SBCSO arrived/departed via helicopter
- Pilot airlifted to ambulance, driven to hospital in Needles
- BLM notified bc wreckage appeared to be on BLM land

3/5/20

Ms Pat Flick

- About 0800 NTSB called Ms Flick for update
- She had not heard from pilot since her call about 1900 the previous day
- She had been notified that he was recovered and transported to Sunrise hospital in Needles
- Repeated phone calls to his phone went to voicemail

Bradley Baron (BLM)

- He headed out to wreckage in am
- Arrived approx. 0900 – 1000
- Airplane on CA state property not BLM
- He took multiple photos and examined in-airplane docs
- Photos provided to NTSB
- He did not notice any fuel smell
- He did note a small deposit of hydraulic oil near the landing gear
- He reported ax location as UTM: 11N 688157E, 383547N.
- He reported the airplane was traveling approx. southbound at touchdown
- He is not a pilot or aviation knowledgeable/trained

3/5- 6/20

- Darrin Richards IDd as FAA rep (RIV FSDO)
- Seth Magid IDd as insurance claims rep
- Multiple calls to pilot by above persons not answered/returned