

ON NOVEMBER 14, 2021, AT APPROXIMATELY 1442 PST, THE LAS FSDO RECEIVED NOTIFICATION FROM THE WESTERN PACIFIC'S REGIONAL OPERATIONS CENTER, REGARDING AN ACCIDENT INVOLVING N771DX, AN 1125 WESTWIND ASTRA, SERIAL NUMBER 077. ACCORDING TO THE REPORT, N771DX WENT OFF THE RUNWAY AFTER LANDING AT THE NORTH LAS VEGAS AIRPORT (VGT), STRIKING AIRPORT EQUIPMENT AND LIGHTING AND COMING TO REST NORTH OF RUNWAY 7/25 WITH THE LANDING GEAR COLLAPSED.

THE INVESTIGATION OF THE SCENE REVEALED THAT THE AIRCRAFT TOUCHED DOWN AT THE 2000 FT. MARKER ON RUNWAY 30R, WHICH IS A 4199 FT. RUNWAY. AIRPORT VIDEO FOOTAGE SHOWED THE AIRCRAFT TOUCHING DOWN AND SKIDDING APPROXIMATELY 965 FEET ACROSS RUNWAY 25/7, THEN INTO THE DIRT OVER A DRAINAGE DITCH. AS THE AIRCRAFT ROLLED OVER THE DRAINAGE DITCH, THE NOSE GEAR AND MAIN LANDING GEAR WERE SHEARED OFF. THE AIRCRAFT SUSTAINED SUBSTANTIAL DAMAGE TO THE LANDING GEAR, UNDERCARRIAGE AND LEADING/TRAILING EDGES OF THE WINGS.

THE PILOT AND PASSENGER GAVE FALSE NAMES TO AIRPORT EMPLOYEES AFTER THE ACCIDENT AND LEFT THE SCENE. THE FAA WAS EVENTUALLY ABLE TO TRACK DOWN THE PILOT AND ASKED HIM ABOUT THE ACCIDENT. HE STATED HE WAS ONE OF TWO CONTRACT PILOTS THAT WERE HIRED TO FLY THE AIRCRAFT FOR A PRESALE FLIGHT. WHEN ASKED FOR THE NAME OF THE OTHER PILOT, HE SAID HE DIDN'T KNOW HIM AND THAT HE SHOWED UP AT THE AIRPORT FOR THE FLIGHT. HE ALSO SAID THAT THE OTHER PILOT SAT IN THE LEFT SEAT DURING THE FLIGHT AND WAS PIC.

THE PURPOSE OF THE FLIGHT ON THE DAY OF THE ACCIDENT WAS TO FLY THE AIRCRAFT IN THE PATTERN TO MAKE SURE EVERYTHING WAS FUNCTIONING FOR THE PRESALE FLIGHT ON NOVEMBER 15, 2021. DURING THE FIRST PATTERN THE NOSE GEAR POSITION LIGHT WENT OUT SO THEY REQUESTED A GO-AROUND AND TO SWITCH

FROM RUNWAY 30L TO 30R. HE CYCLED THE GEAR AND LIGHT CAME BACK ON.
DURING LANDING, THE OTHER PILOT LANDED LONG AND DIDN'T HAVE ENOUGH RUNWAY
TO STOP OR TAKEOFF.

AFTER TALKING TO THE OWNER AND THE BUYER OF THE AIRCRAFT, IT WAS
DISCOVERED THE SECOND CONTRACT PILOT HIRED FOR THE FLIGHT WAS NOT IN LAS
VEGAS ON NOVEMBER 14, 2021. AFTER FURTHER QUESTIONING OF THE PILOT OF
THE ACCIDENT, HE ADMITTED THE OTHER PASSENGER WAS HIS COUSIN WHO WASN'T A
PILOT AND THAT HE WAS SITTING IN THE LEFT SEAT AND AT THE CONROLS DURING THE ACCIDENT.
THE AIRCRAFT'S COCKPIT VOICE RECORDER (CVR) WAS RECOVERED FROM THE
AIRCRAFT AND SENT TO THE NTSB LABORATORY FOR EXAMINATION.