

01/10/2024

To: FAA
From: Tim Puliz

RE: Incident 01/ 07/2024 at KCXP involving N819RL & N421TP

Dear Sir/Madam:

As Chairman of the Board of the Carson City Airport Authority, I'm dedicated to insure the commitment of the Airport Management to keep safety as our #1 priority.

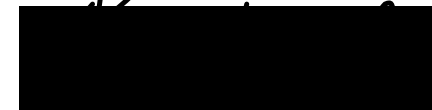
After a full debriefing from Airport Manager, Corey Jenkins regarding the timeline of the events and actions taken by the airport staff, I had one concern as outlined below.

Our airport manager was notified that N819RL slid off the runway approximately one hour after the off-runway landing occurred.

After Corey dispatched his staff to report to the scene, he called David Baird, an airport user that has his residence adjacent to the south fence to KCXP. Corey asked David to monitor the KCXP Unicom frequency 123.00 while airport personnel assisted the pilot that was still in his aircraft with one of the wings extending out over runway 27. David's instructions were to notify any inbound/outbound traffic via handheld radio that the runway was closed per a Notam.

David heard the 5 clicks to activate the MIREL and heard the pilot of N421TP announce his 5 mile out notice for landing on RWY 27. David then called out on the Unicom channel 2 separate times notifying the traffic that the runway was closed. Apparently, the pilot didn't respond to David's notice.

My concern was that possibly the pilot couldn't hear David's radio calls. To investigate that possibility, I asked Corey Jenkins to accompany me for a short flight in my PA-30 Monday morning to fly a similar approach, per Flightaware data, to determine if David's radio call, from his home, would be legible at 5 miles out from the south. David answered my 5 mile out announcement with a confirmation and I could hear his broadcast loud and clear.



Tim Puliz



01/07/2024

Corey Jenkins Statement about N819RL & N421TP Incident

- 1913 - I received a phone call from Leidos Flight Service.
 - They informed me that they issued an obstruction NOTAM because they were notified directly by a pilot that his disabled aircraft was partially on the runway. I requested they change that to a runway closure NOTAM.
 - The runways closure NOTAM number was CXP01/015
- 1915 - I was out of town and not able to get to the airport quickly.
 - I contacted Rick Lee and asked him to get to the airport asap.
- 1917 - I called Carson City Non-Emergency Dispatch to see if they had received an emergency call, they did not.
 - Since the pilot had contacted flight service, but did not call 911, I did not request an emergency response. There was no indication of an emergency requiring a Carson City Fire Department or a Carson City Sheriff's response.
- 1920 - I received another call from management at flight service and they gave me some additional information and confirmed an emergency response was not required.
- 1925 - I called back out to Rick Lee and filled him in with the new information.
- 1933 - I had the pilot's phone number from flight service, and I gave him a call directly.
 - Robert Leposavic [REDACTED].
 - Robert let me know that he had run off the side of the runway and the right main landing gear had collapsed. He said he was cold, but an emergency response was not necessary.
 - The tail number was N819RL.
- 1936 - I contacted the Commander of the Sheriff's Aero Squadron, David Baird, who lives near the airport and requested him to monitor the radio and notify any inbound traffic of the runway closure NOTAM.
- 1956 - I called Rick Lee, and we began to discuss how to remove the aircraft.
 - We determined that it was only an incident.
 - We came up with a plan to lift the wing with our bobcat and tow the aircraft with a tug, if we could not locate a tow company to come out.
- 2010 - I called Mountain West Aviation and asked them to head out to the airport and help tow the aircraft with a tug.
- 2016 - I received a call from the employee with Mountain West who was responding, and I filled him in on the details.
- I called a few different tow companies but did not have any luck locating one that was able to respond.
- 2029 - The mountain west employee called me back to inform me that another aircraft had landed and hit N819RL.
 - The landing aircraft had damage to the winglet and the light on the left wing.
 - The tail number was N421TP.

- 2033 - I followed up with Airport Staff and the Mountain West Employee to help everyone get on the same page for the aircraft recovery.
- 2104 - I contacted David Baird and asked him if he had notified the landing aircraft of the runway closure.
 - He assured me that he made multiple calls trying to reach the pilot.
- 2125 - I touched base with Rick Lee and he let me know that the pilot was in contact with the NTSB and they had approved the aircraft to be moved and they have begun recovering the aircraft.
 - He also confirmed that the pilot had signed the release of liability documentation.
- 2219 – I arrived at the airport to help in any way that I could.
 - Airport and Mountain West staff had begun moving the aircraft and I assisted with its transport. It was very slow moving. After the aircraft was clear of the movement area Rick Lee performed a FOD inspection and cleared all FOD.
- 2348 - When the FOD inspection was complete, I called Flight Service to cancel the runway closure notam.
- 0015 01/08/2024 – Took some photos of N421TP and made sure everything was secure before leaving the airport.

N819RL Incident January 7, 2024

On January 7, 2024 at 7:15pm, I received a phone call from the airport manager informing me that he received a report from Flight Services of a disabled aircraft partially off of Runway 9/27, and that a runway closure NOTAM had been posted, effective until 1:00am. The pilot was uninjured and remained at the aircraft. I arrived at the airport at 7:38pm. I used the airport flatbed truck to go out to the aircraft and check on the pilot. The aircraft (N819RL) was approximately midway between taxiways A-2 and A-3 along the south edge of the pavement. The left main gear was on the pavement near the edge, the nose gear and right main gear were in the dirt with the nose of the aircraft pointed east. I made contact with the pilot. He confirmed that he was uninjured and retrieved his luggage and dog from the aircraft. The temperature at this time was 14 degrees(F) and my initial concern was for the safety of the pilot. I took him, his dog and luggage to the terminal at 7:54pm. The pilot stated that he was travelling to Oregon for a surgery the following day. He began making arrangements for transportation to Reno to get a rental car. At 8:07pm, the Airport Ops/Maintenance technician arrived to assist. At 8:33pm I received a call from the Airport Manager, he received a report that an aircraft (N421TP) had just landed and struck the wing of the disabled aircraft. It taxied to the northwest ramp and parked. There were no injuries on board, and the aircraft's left winglet was damaged. At approximately 8:40pm, I activated a voice message on the AWOS advising the runway was closed. I took the pilot of N819RL back to his aircraft on the runway to observe/photograph the damage from the aircraft that had just landed (N421TP). There was a "V" shaped crease on the leading edge and underside of the left wing. The pilot of N819RL departed the airport via rideshare at approximately 9:00pm.

During the first hour that I was at the airport, I placed and received multiple phone calls with the airport manager to co-ordinate the response and provide current information, as well as with the airport ops/maintenance technician and FBO technician to plan for aircraft recovery. Also, during that time, I tended to the pilot of N819RL, providing information for alternative travel options so he could continue to his destination.

I determined that recovery could be accomplished using Airport and FBO equipment. Earlier, the pilot signed a liability waiver for us to proceed with recovery and stated he had been in contact with the NTSB and they gave permission for recovery to be done. A technician from the FBO was contacted to assist and arrived at the airport at 9:23pm. The Airport's Bobcat with forklift attachment and a 4" wide strap was used to lift the right wing. The FBO's tractor and an aircraft towbar was used for towing. The Airport Manager arrived at 10:19pm and assisted with the recovery. The aircraft was towed eastbound on the runway to taxiway A-2, then onto taxiway A and parked on the south ramp. The left side wheel was chocked, and absorbent booms were placed around the perimeter of fuel seeping from the right wing. While the recovery was in progress, I operated the Airport's towed blower to clear all debris from the runway. There was no damage to airfield lighting or signs. The recovery and clean up were completed at approximately 11:30pm.

Rick Lee

Carson City Airport Authority

Operations and Airfield Maintenance

Dan Baker
Senior Air Safety Investigator
AS-WPR

Date: March 20, 2024

Subject: WPR24LA068, Record of Conversation

Contact: David Baird, Airport Resident

Mr. Baird resides on property adjacent to the Carson City Airport. On the evening of January 7, 2024, he was contacted by the airport manager and notified there was an incident on the airport and the runway was closed. The airport manager asked him to monitor the airport's Unicom frequency and notify any inbound aircraft of the runway closure. He said he utilized a handheld radio, and the reception was sometimes poor at his home. He said he could normally hear airplanes that were airborne but had difficulty hearing airplanes and the weather on the airfield because his home was in a depression below the airport.

Mr. Baird said he heard 5 clicks over the radio frequency to activate the runway lights and then heard an airplane make a 10 mile out radio call. He said he attempted to contact the pilot several times, but he did not hear a response. He said he tried radioing him 2 or 3 times from inside his home. When he didn't get an answer he changed antennae on the radio and went outside where he tried to contact the pilot several more times, but did not hear a response. Mr. Baird stated he only queried the pilot with "Aircraft landing at Carson, do you copy?" He did not provide any information that the runway was closed because he did not hear a response. He said it was possible the airplane had already landed by the time he went outside his house to radio the pilot. He also stated he did not hear the airplane as it approached to land, and that was not uncommon given the location of his home.

Mr. Baird said that the following day the airport manager and a former airport manager flew a similar flight path to the airport as that which the accident airplane flew. He said he could hear their radio transmissions at ten miles, but they did not hear his radio transmissions until they were within 7-8 miles of the airport.