



Dan Baker
Senior Air Safety Investigator
AS-WPR

Date: June 20, 2025

Subject: WPR24LA068, Record of Conversation, Airport Maintenance Technician

Contact: Ricky Lee, Carson City Airport

On January 7, 2024, at 2019 Pacific daylight time, a Cessna 421C, N421TP, sustained substantial damage when it was involved in an accident at the Carson City Airport, Nevada. During landing at night, the airplane struck a disabled airplane on the runway.

Mr. Lee said that he was the only employee at the airport initially after he responded to the disabled airplane on the runway. He said his priority was getting the pilot and the pilot's dog from the airplane and out of the "safety area" and into someplace warm. He said that a second employee, Cody Puchalski, arrived at the airport about 30 minutes after he did. He said he went back to the disabled airplane with the pilot to take pictures. He did not know if he was enroute back to the terminal, or already at the terminal when the second airplane landed and the accident occurred.

Mr. Lee said that he had a radio on him and that the truck he used also had a radio in it. He did not hear any radio transmissions from either the accident airplane or the airport resident.

When asked if he referenced a checklist for the incident, Mr. Lee said that at the time the airport did not have a quick response checklist. When asked if there had been any changes to the airport emergency plan following this accident, he said that there were changes that included updating the AWOS sooner.

Mr. Lee said there were runway closure marking lights located on the airport property.



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Date: June 20, 2025

Subject: WPR24LA068, Record of Conversation, Airport Maintenance Technician

Contact: Cody Puchalski, Carson City Airport

On January 7, 2024, at 2019 Pacific daylight time, a Cessna 421C, N421TP, sustained substantial damage when it was involved in an accident at the Carson City Airport, Nevada. During landing at night, the airplane struck a disabled airplane on the runway.

Mr. Puchalski said he had been employed at the airport since August, 2023. He said he lived about 20 minutes away from the airport. He received a call from another airport employee, Mr. Lee, that there was an airplane on the runway, but it was probably 30 minutes or so before he arrived at the airport because he had to wait for a babysitter to arrive at his house. When he arrived at the airport Mr. Lee and the pilot were at the terminal. After he arrived Mr. Lee and the pilot went out to the runway to take pictures of the disabled airplane and he stayed at the terminal to watch the pilot's dog. Mr. Puchalski said he was at the terminal when someone from the Mountain West FBO called and reported another airplane had hit the disabled airplane on the runway.

Mr. Puchalski said when he arrived at the airport he thought the AWOS had already been updated. He was not instructed to put out the runway closure lights.

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Date: June 20, 2025

Subject: WPR24LA068, Record of Conversation, Airport Manager

Contact: Corey Jenkins, Manager, Carson City Airport

On January 7, 2024, at 2019 Pacific daylight time, a Cessna 421C, N421TP, sustained substantial damage when it was involved in an accident at the Carson City Airport, Nevada. During landing at night, the airplane struck a disabled airplane on the runway. Airport personnel had responded to the first airplane and transported that pilot to a hanger prior to the accident occurring.

Mr. Jenkins stated the following. The Carson City Airport has lighted runway closure "X" markers available on the airport property. He said they are simple to put out (place on a closed runway) if there are personnel available to move them to the runway. The lights are powered by generators. Mr. Jenkins said the airport has two other employees in addition to himself. One person is on call after normal operating hours when the airport is closed.

Mr. Jenkins repeated an earlier statement in which he reported that the airport had established that the radios used by the resident to inform incoming aircraft of the runway closure on the night of the accident worked the following day. They flew another airplane along a similar route of flight as the accident airplane and he reported that the radios worked and they had good communication between the airplane and personnel on the ground.

Airport personnel had responded to the first airplane and transported that pilot to a hanger prior to the accident occurring due to cold weather. Mr. Jenkins stated that he did not believe that getting the pilot to the airport building was the right choice. He said a better choice would have been to keep the pilot in the truck with the heater running until additional personnel arrived at the airport.

During the conversation with Mr. Jenkins it was discussed that the airport update their emergency response checklist to be more specific in the actions required of personnel when responding to an incident such as this. He stated the immediate action guide was more of a "contact checklist" [at the time of the accident].

NOTE: Mr. Jenkins subsequently provided the NTSB IIC a copy of the airport emergency response checklist that had been updated following the accident. The updates included an initial response checklist with instructions to post a voice message on AWOS to advise of any closure or hazard.