



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Mesquite, Nevada	<b>Accident Number:</b>	WPR19TA193
<b>Date &amp; Time:</b>	July 17, 2019, 18:44 Local	<b>Registration:</b>	N320JT
<b>Aircraft:</b>	Cessna 550	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>	Collision during takeoff/land	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Ferry		

## Analysis

While approaching class B airspace, the airline transport pilot was in communication with a controller who later stated that the pilot's speech was slurred, and the controller repeatedly asked if the oxygen system on the airplane was working properly. As the airplane approached a nearby airport, about 85 miles from his destination airport, the pilot stated he had the airport in sight and repeatedly requested a visual approach. The controller instructed the pilot to continue his flight to his destination, in a southwest direction. As the controller attempted to maintain communications, the pilot dropped off radar shortly after passing the nearby airport and subsequently landed at the nearby airport, which was not his destination airport.

According to a surveillance video and impact marks on the runway, the airplane landed hard about halfway down the runway and slid to a stop on the left side of the runway. The airplane fuselage and wings were mostly consumed by postimpact fire.

After authorities arrived onsite, the pilot was arrested for operating an aircraft under the influence of alcohol. The pilot was found to have a blood alcohol level of .288, which likely contributed to the pilot landing at the incorrect airport and his subsequent loss of airplane control during landing.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's operation of the airplane while intoxicated, which resulted in a loss of airplane control on landing.

## Findings

Personnel issues	Alcohol - Pilot
Personnel issues	Aircraft control - Pilot

## Factual Information

On June 17, 2019, about 1844 Pacific daylight time, a Cessna 550 airplane, N320JT, was destroyed when it was involved in an accident at Mesquite Airport (67L), Mesquite, Nevada. The pilot, the sole occupant, had minor injuries. The airplane was operated under the provisions of Title 14 *Code of Federal Regulations* Part 91 as a ferry flight. Visual meteorological conditions prevailed, and an instrument flight rules (IFR) flight plan was filed for the cross-country flight.

The flight departed Tri-Cities Airport (PSC), Pasco, Washington, about 1625 and had a filed destination of Henderson Executive Airport (HND), Las Vegas, Nevada. According to an ATC recording and radar data, the pilot was in contact with approach control and a radar track showed that the accident airplane was approaching the Las Vegas class B airspace from the northeast. The pilot's speech was slurred, and the controller repeatedly asked if the oxygen system on the airplane was working properly. As the airplane approached 67L from the northeast, the pilot stated he had the airport in sight and repeatedly requested a visual approach. The controller instructed the pilot to continue his flight to his destination of HND, which was another 85 miles past 67L in a southwest direction. As the controller attempted to maintain communications, the pilot dropped off radar shortly after passing 67L.

According to the pilot, during his descent to HND, the right thrust reverser lever "felt weird," and the right thrust reverser warning light began to illuminate. He stated that he decided not to continue his flight into the "busy LAS [Las Vegas]-HND airspace." The pilot canceled his IFR flight plan with the approach controller and proceeded to 67L. He stated he continued his visual approach into 67L and upon landing, experienced a left yaw and opined that the left thrust reverser had fully deployed and the right one did not. After applying full right rudder, the airplane "ballooned" and soon after touched down "again" as the airplane continued to yaw to the left as it continued down the runway. The pilot stated that the airplane veered off the side of the runway and the landing gear then collapsed. He further stated that he attempted to extinguish the fire and was unsuccessful.

A surveillance video at 67L captured the airplane as it was sliding across the runway shortly after landing. The main landing gear had collapsed prior to entering the video frame and a large fire and dark smoke followed the airplane as it slid down the runway. The airplane disappeared from view as it exited the runway near the departure end of the runway.

Local authorities responded to the accident site where the pilot was located, and the airplane was engulfed in flames. The pilot was observed to be intoxicated and stated to the authorities that he had been drinking some vodka. The authorities asked about the amount of vodka he drank and the timeline of drinking it. The pilot stated that the vodka had burned in the fire and an accurate timeline was not given. After refusing a standard sobriety test, the pilot was placed under arrest for operating an aircraft under the influence of an intoxicating liquor.

About 2 hours after the accident, a blood draw and a complete analysis of that blood was performed by the City of Henderson Police Department, Henderson, Nevada. The results were positive for ethanol at 0.288 g/dL±0.011 g/dL. The amount of ethanol found was consistent with a blood alcohol count (BAC) of .288. This level exceeded the FAA's allowable limit of .040 (Federal Aviation Regulation 14 CFR 91.17) while operating an aircraft.

The onsite examination of the accident site revealed multiple impact marks about 2,517 ft down the 5,121 ft long runway surface. A debris field down the runway consisted of main landing gear components and a lower fuselage mounted antenna. The main wreckage came to rest about 50ft off the left side of the runway, near the departure end. The fuselage and wings were mostly consumed by postimpact fire, and the engines and empennage remained intact. The wreckage was relocated to a secure facility and an examination of the wreckage was not conducted.

## History of Flight

<b>Landing</b>	Collision during takeoff/land (Defining event)
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## Pilot Information

<b>Certificate:</b>	Airline transport; Flight instructor	<b>Age:</b>	41,Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	April 30, 2019
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	October 6, 2018
<b>Flight Time:</b>	17000 hours (Total, all aircraft), 2000 hours (Total, this make and model), 15800 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 85 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N320JT
<b>Model/Series:</b>	550 No Series	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1981	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	5500271
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	10
<b>Date/Type of Last Inspection:</b>	Continuous airworthiness	<b>Certified Max Gross Wt.:</b>	15100 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Turbo jet
<b>Airframe Total Time:</b>	9000 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Pratt and Whitney
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	JT15-4
<b>Registered Owner:</b>		<b>Rated Power:</b>	2500 Lbs thrust
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KDXZ, 2884 ft msl	<b>Distance from Accident Site:</b>	29 Nautical Miles
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	65°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	38°C / -8°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Pasco, WA (PSC )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	Las Vegas, NV (HND )	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	16:25 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Mesquite 67L	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1978 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	02	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5121 ft / 75 ft	<b>VFR Approach/Landing:</b>	Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	36.8325,-114.05722(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Swick, Andrew	
<b>Additional Participating Persons:</b>	Paul Alukonis; FAA-FSDO; Las Vegas, NV Andrew Hall; Textron Aviation; Wichita, KS	
<b>Original Publish Date:</b>	May 19, 2022	<b>Investigation Class:</b> 3
<b>Note:</b>	The NTSB did not travel to the scene of this accident.	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=99882">https://data.nts.gov/Docket?ProjectID=99882</a>	

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).