

# JetSuite Aircraft Accident N224MD May 25, 2011

Written by: William Kind ATP (Passenger) for the NTSB

This flight originated from San Jose, California on the afternoon of the 25th to Sedona, Arizona. We left sometime after 2:00PM and had a uneventful flight until the approach segment started. I started monitoring the flight closer when the pilot lowered the landing gear before we entered the landing pattern. I wondered why so early in the descent and looking out the window, I noticed that we were still high with the airport in sight. Shortly after this I could see the runway from a distance and assumed we would be landing on runway 3 since this has better terrain clearance and was uphill (I checked the diagram before we left home).

Beginning the landing approach showed that we were going to land on runway 21. I thought that maybe the winds has come up in the afternoon and favored this runway (the winds at the time I learned later were 3 knots). As we started our downwind, it seemed that we were high. I believe this excessive altitude continued through and into the base to final turn. The bank angle of this turn seemed greater than 45 degrees. I was uncomfortable with the steep angle on the final approach and told my family to tighten their seat belts. As we continued the descent on final and was crossing high over the threshold I thought the crew would initiate a go around and start the approach over. We continued the approach to touchdown. At this point, given what seemed like a large amount of runway used, I again thought that the crew would initiate a go around. The captain continued the landing roll. The aircraft started to swerve both left and right. This continued to get worse as we progressed down the runway. In addition to the lateral movement we were getting severe bank angles in both directions. I thought that that aircraft was going to have a wingtip strike. At one point the aircraft departed the runway on the right. We then reversed direction and reentered the runway approaching the numbers. We passed the end of the runway and crashed through a fence as we left the airport grounds.

After leaving the airport perimeter we seemed to go airborne for just a moment as the nose of the aircraft dropped down below the horizon and we began our plunge down into the canyon below. I thought during the time that we were airborne that maybe we could fly out. I discarded this after realizing that we were nowhere near flying speed. The cabin went through many wild gyrations as we cut through the foliage. The plane finally stopped a few hundred vertical feet below the top of the mesa. With the plane stopped there was no response from the cockpit. I yelled to evacuate multiple times and jumped out of my seat and headed for the cabin door. I got the door open and noticed that the engines were still running. I called to the crew to shut down the engines. I then got my family out of the aircraft. The first officer left the aircraft and immediately sat down next to the nose with a back injury (he was holding his hand on his lower back and was clearly in pain). I was trying to get everyone away from the aircraft to

evade fire danger. My family and the first officer moved away. The captain was still in the aircraft standing in the cabin by the door. He was on his cell phone. I called to him repeatedly to leave the airplane and not use his cell phone because of the explosive environment (there was a strong smell of jet fuel) . I received no response. We decided to get away from the area by hiking up the steep slope and back to the airport. During this time I never received any response from the captain. We met a first responder on our hike up and continued to the end of runway 3 where we were met by the EMTs.