

To: Airport Authority  
From: Steve Tackes, Airport Counsel  
Date: 8-12-2022  
Re: Airport Counsel Briefing for Meeting of Wednesday, August 17, 2022

2. FOR DISCUSSION AND POSSIBLE ACTION: AUTHORITY REVIEW AND DETERMINATION OF PENALTY TO MESSRS JOSEPH SAMSON AND TRAVIS RIEBESELL FOR VIOLATIONS OF THE DRIVING RULES AND UNSAFE USE OF AN OFF-HIGHWAY VEHICLE (OHV) ON THE AIRPORT; PENALTY CAN RANGE FROM A SHORTER SUSPENSION OF DRIVING PRIVILEGES TO A REVOCATION OF DRIVING PRIVILEGES OR OTHER APPROPRIATE PENALTY; OPPORTUNITY FOR MESSRS JOSEPH SAMSON AND TRAVIS RIEBESELL TO PRESENT THEIR POSITION. (S. TACKES)

*Staff Summary: A staff investigation of dirt tracks across the taxiways and runway revealed that Messrs. Samson and Riebesell violated the Airport Driving Rules by operating, or cooperating with the operation, of an OHV on the Airport which involved reckless driving, exceeding a safe speed, driving the vehicle on areas not designated for motor vehicles, crossing the active runway and taxiways, tracking dirt and foreign object (FOD) on the runway and taxiways, and ultimately damaging the OHV sufficiently to flatten the tires. These actions presented an immediate danger and serious risk of damage to property and persons. As a result of their violation of CCMC 19.02.020.070 and the Driving Rules and Regulations, their driving privileges on the airside of the Airport were suspended for 120 days. The Authority may determine a greater or lesser penalty.*

This matter was referred to Airport Counsel as a legal matter once the evidence revealed the identity and actions that occurred on the evening of July 26, 2022. In short, Messrs. Samson and Riebesell took an OHV on a joy-ride at high speed over various areas of the Airport, including across the taxiways and active runway. Per the Airport Driving rules, the Airport Manager suspended vehicle access by Messrs. Samson and Riebesell. Airport Counsel notified them of both the violation and the 120 day suspension of driving privileges on the airside of the Airport. (letter attached) Their gate cards were de-activated.

Here is a timeline of the investigation and related evidence that revealed both the actions and identities of the violators.

Timeline related to security photos and video recorded July 26th, 2022. Attached.

1. Jeep enters main gate at 4:16pm. Vehicle belongs to Travis Riebesell and he appears to be driving.
2. and 3. White van with trailer hauling aircraft enters main gate at 6:14pm.
4. OHV seen driving at high rate of speed southbound along fence (east of TWY B), then turning east along TWY D. 7:07pm.
5. and 6. Video and photo of two people walking from east to west on south ramp. 7:18pm. Appears to be the same persons as in photos 1 and 2. Clothing is identical to vehicle driver's clothing in photos 1 and 2.

7. Jeep and white van with empty trailer driving from west to east on south ramp. 7:23pm
8. and 9. Jeep driving west on south ramp 7:28pm, then exiting the airport 7:29pm.
10. White van and trailer hauling side by side OHV driving from east to west on south ramp. 7:37pm.
11. and 12. White van and trailer hauling side by side OHV exit the airport. 7:50pm. Both left side tires are flat on OHV.

9 photos are also attached showing the OHV tracks on the paved and unpaved areas. It was these tracks that were observed by Airport staff on the morning of July 27 during the daily runway safety check that caused the investigation as to who and what were being driven across active taxiways and the runway.

Closer inspection of the tracks shows that they crossed an open drainage ditch and likely struck a large rock. It appears that the OHV was unable to avoid hitting the rock which then disabled the OHV.

Neither Mr. Samson nor Mr. Riebesell have been forthcoming as to the event, nor apologized in any way. Mr. Riebesell has denied being responsible saying only that he was not driving an OHV. He provided a letter ostensibly from Mr. Samson stating the Mr. Riebesell did not operate the OHV at anytime on July 27, 2022. (Note the initial information reported to Counsel was that the event occurred on July 27, although that was corrected to July 26 as evidenced by the video and photo date stamps.) Mr. Riebesell has been careful not to admit to anything. Neither of them have taken any responsibility nor provided any assurance that it would not happen again.

Had an aircraft been landing, taking off or simply in the legitimate movement areas of the Airport this could have resulted in serious injury or death.

CCMC 19.02.020.070 states: Except for fire fighting equipment, ambulances and emergency vehicles, no person shall take or drive any vehicle on the Airport, other than on designated access areas and automobile parking facilities as established by the Airport Authority, unless permission has been first obtained from the Airport Manager. The Airport Authority shall have the authority to modify the Airport Driving Rules and Regulations as necessary.

Further:

#### **19.02.020.100 - ACCEPTANCE OF RULES BY USE.**

The use of the Airport or any of its facilities in any manner shall constitute an assumption by the user of these rules and regulations and shall create an obligation on the part of the user to abide by and obey these rules and regulations.

The Driving Rules and Regulations state, among other things, that vehicle operators shall not speed, shall not operate vehicles in a reckless or careless manner, nor enter onto an active runway unless escorted. See Driving Rules 1.7.1 for more detail.

The penalties for violating the rules are also set forth:

1.5. Violation of Rules—Penalties and Suspension of Driving Privileges. Any person who does not comply with any of the provisions of these Rules and Regulations, or any lawful order issued pursuant thereto, will be subject to progressive penalties for repeat violations. These penalties may include denied use of the Airport by the Carson City Airport Authority in addition to the penalties described pursuant to Federal, state, or local authorities.

1.5.1. Penalties for failure to comply with the Airside Vehicular Traffic Regulations shall consist of written warnings, suspension of airside driving privileges, and/or revocation of airside driving privileges. Receipt of two (2) written warnings by an operator of a vehicle in any 12-month period will automatically result in suspension of airside driving privileges. Receipt of three (3) written warnings in any 12-month period will automatically result in revocation of airside driving privileges. Immediate revocation by the Airport Manager shall occur for single violations that present an immediate danger, near miss with an aircraft, or other safety violation involving serious risk of damage to property or persons. In the event of suspension or revocation, the suspended or revoked individual (or company) shall have the right to request review, at the next noticed meeting, by the Carson City Airport Authority whose decision shall be final.

1.5.2. Based on an evaluation of the circumstances or the severity of a particular incident or incidents, the Carson City Airport Authority reserves the exclusive right to assess any penalty it deems appropriate at any time to any individual authorized to

1.5.3. Suspension of airside driving privileges shall be no less than thirty (30) calendar days and no greater than one hundred twenty (120) calendar days.

1.5.4. The Carson City Airport Authority will provide a copy of all written warnings issued to an operator to the local manager of the company owning or in possession and control of the vehicle or vehicles involved in the violation(s).

1.6. The Carson City Airport Authority may require any individual involved in a runway incursion or other vehicle incident to complete remedial airfield driver training. operate a vehicle on the airside without regard to prior operating history

<https://flycarsoncity.com/wp-content/uploads/2011/06/2015-10-21-Carson-City-Airport-amended-as-apprvd-9-19-07-VehicleRulesand...1.pdf>

This is not a criminal determination. That would be pursued by the District Attorney if referred to them. This is a loss of privilege and thus the standard of proof is not “beyond a reasonable doubt”. The standard is whether a preponderance of the evidence makes it more likely than not that a violation occurred and that Messrs Samson and Riebesell were willing participants in that violation. The Staff has demonstrated that the evidence shows that.

The Staff requests that the Authority determine whether the 120 day suspension is the appropriate penalty, or determine the appropriate penalty (more severe or less severe) to assess.

**Recommended Motion: I move to approve a penalty of \_\_\_\_\_ upon Messrs Samson and Riebesell.**

## **OHV incident on airfield July 27, 2022**

On the morning of July 27, 2022, as I was completing my daily movement area FOD inspection, I found 2 ratcheting-type tie down straps along the service road about 100 feet north-west of the AWOS tower. Near the straps were tire tracks leading toward taxiway A. The tracks were narrower than a car or pick-up truck (possibly a “quad” ATV or small side by side OHV). I followed the tracks across taxiway A, then into the infield and towards the A-2 / runway 9-27 hold bar. They continued in a north-east direction, then crossed runway 9-27 and in a north-west direction towards taxiway D. The tracks crossing the runway and taxiway A were normal on one side and wider and heavier on the other side possibly indicating a flat tire. Near the taxiway D / runway 9-27 hold bar, the tracks cross a storm drain ditch, with one track crossing the open ditch (likely striking a large rock) and the other in the dirt near the opening of the ditch. The tracks continue crossing taxiway D, then turning west on the service road towards the self-serve fuel island. At the fuel island, they continue north on the service road following the fence line, then west towards the taxiway B – C intersection. No tracks on the surrounding pavement were seen. Based on this and the nature of the tracks crossing the runway and taxiway A, I believe the vehicle was travelling generally from north to south across the airfield. There was no damage to airfield lighting or signs, and no associated debris was found.

Rick Lee

Operations & Airfield Maintenance

Carson City Airport Authority

## **Timeline related to security photos and video recorded July 26<sup>th</sup>, 2022.**

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Date	Event	User	Method	Credential	Site	Schedule	Door
07/26/2022 - 6:30:16 PM	Access Granted	Ralph Owens	Key Card	***970	Carson City Airport		Main Entry
07/26/2022 - 6:14:40 PM	Access Granted	Joseph Samson	Key Card	***531	Carson City Airport		Main Entry
07/26/2022 - 6:07:22 PM	Access Granted	Sam Spier	Key Card	***347	Carson City Airport		Main Entry
07/26/2022 - 5:55:25 PM	Access Granted	Jeff Traughber	Key Card	***867	Carson City Airport		Gate 3
07/26/2022 - 5:53:12 PM	Access Granted	Mike Moore	Key Card	***392	Carson City Airport		Main Entry
07/26/2022 - 5:41:28 PM	Access Granted	Larry Tores	Key Card	***322	Carson City Airport		Gate 4
07/26/2022 - 5:14:07 PM	Access Granted	Cary Kaifesh	Key Card	***909	Carson City Airport		Gate 4

Joseph Samson e-mail: [nv7usa@775.net](mailto:nv7usa@775.net) card numbers 45/17531 63/8882



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07/26/2022 - 4:48:01 PM	Access Granted	 Greg Jepsen	Key Card	***332	Carson City Airport		Main Entry
07/26/2022 - 4:36:39 PM	Access Granted	 Dennis Cupp	Key Card	***940	Carson City Airport		Gate 4
07/26/2022 - 4:34:15 PM	Access Granted	 Jason Dewitt	Key Card	***399	Carson City Airport		Gate 4
07/26/2022 - 4:16:22 PM	Access Granted	 Travis Riebesell	Key Card	***369	Carson City Airport		Main Entry 
07/26/2022 - 4:15:49 PM	Access Granted	 Harold Long	Key Card	***540	Carson City Airport		Gate 3
07/26/2022 - 4:11:34 PM	Access Granted	 Chris McConnell	Key Card	***762	Carson City Airport		Gate 3
07/26/2022 - 2:30:56	Access Granted	 Jeff Tompkins	Key Card	***867	Carson City Airport		Gate 4



Travis Riebesell email: [travislandscaping328@yahoo.com](mailto:travislandscaping328@yahoo.com) card number 124 22369

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D2 27-9







A photograph of a concrete floor. A prominent diagonal expansion joint runs from the upper left towards the lower right. There are some faint, parallel lines on the right side of the image, possibly from tire tracks. The concrete has a slightly textured appearance.

**Photo taken  
facing  
north/east**



