



RECORD OF CONVERSATION

Joshua D. Cawthra
Aviation Accident Investigator
Western Pacific Region

Date: May 26, 2011
Person Contacted: Haldane Michael Zajic (Captain / Flying Pilot)
NTSB Accident Number: WPR11FA236

Narrative:

During an interview with the National Transportation Safety Board investigator-in-charge, Mr. Zajic reported that during the accident flight, he was the flying pilot. Following an uneventful flight, they were approaching Sedona, Arizona, and he briefed the first officer that they were overweight for a flap 3 landing and that he intended on a flap 2 landing. As the flight was about 20 miles from the airport, he notified air traffic control that they had the airport in sight and subsequently cancelled their instrument flight rules (IFR) clearance and proceeded on a visual approach to the airport. Mr. Zajic said that the flight overflew the airport and entered a left downwind leg for runway 21 while conducting the descent and approach checklist. Mr. Zajic said that as they were established on downwind, the landing checklist was completed and a calculated 99 vREF speed was determined. Mr. Zajic further reported that as he turned base leg at an airspeed of about 120 knots, he thought the airplane was low, and applied slight back pressure on the control yoke to arrest the descent prior to turning final to runway 21.

Upon turning final, Mr. Zajic said he thought the airplane was high and reduced the power to idle. As the airplane neared the approach end of the runway, he felt like the airplane was "pushed up" by a wind shift to a tailwind or an updraft. Mr. Zajic stated that the airplane touched down firmly near the runway number markings and he immediately applied brakes to slow the airplane down. During the landing roll, Mr. Zajic felt that the initial braking was effective; however, he noticed the airplane was not slowing down, and applied maximum brakes. Mr. Zajic further stated that during maximum brake application, the airplane began to veer to the right three times. He said that each time, he was able to steer the airplane back to the runway centerline, however, during the third time, the right main landing gear exited the runway surface and he was able to steer the airplane back onto the runway surface before the airplane exited the departure end of the runway and went down an embankment. Mr. Zajic added that during the landing roll, he felt a loss of braking effectiveness from the left side that he corresponded with

the antiskid system actuating. When asked if he had used the emergency brake at any time during the landing roll, Mr. Zajic replied that he did not use the emergency brake at any time. In addition, he mentioned that there were no warning messages displayed on the primary flight display or multi function display. Mr. Zajic could not recall the exact speed of the airplane at the time of touchdown, but recalled that the airplane was at about 120 knots during final approach and was slowing at the time of the landing. When asked if he had considered aborting the landing and performing a go-around, Mr. Zajic responded that he did not feel that it was to the point he needed to perform a go-around.