



RECORD OF CONVERSATION

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Aviation Accident Investigator
Western Pacific Region

Date: May 26, 2011
Person Contacted: Colin Wilby Yates (First Officer / Non Flying Pilot)
NTSB Accident Number: WPR11FA236

Narrative:

During an interview with the National Transportation Safety Board investigator-in-charge, Mr. Yates reported that following an uneventful flight, air traffic control kept the airplane at 11,000 feet mean sea level (msl) until they had established visual contact with the airport. He recalled that as the flight was about 6 miles from SEZ, they informed air traffic control they had the airport in sight and subsequently cancelled their IFR clearance. Mr. Yates stated that the airplane was already slowed; and that they extended the landing gear and applied a number one flap setting in order to descend. Mr. Yates said that they entered the airport traffic pattern for runway 21 on a left crosswind prior to turning left downwind. Upon establishing the airplane onto the left downwind, the flaps were increased to the number two setting. He further stated that the base leg and final approach was normal, noting the approach speed was 120 knots. During final approach to landing, Mr. Yates felt the "wind pushing the airplane" followed by a firm landing around the 1,000-foot runway markers. Shortly after, Mr. Yates noted that the flying pilot immediately applied brakes and the airplane started to veer to the right; however, the flying pilot was able to correct and realign the airplane with the runway centerline. He added that during this time, the brakes did not feel like they were one hundred percent effective and that the airplane was not stopping.

As the airplane veered to the right a third time, the right main landing gear exited the runway surface onto the dirt, however, the flying pilot was able to steer the airplane back onto the runway surface prior to the airplane exiting the departure end of the runway and traveling down an embankment. Mr. Yates further reported that as the airplane began to go down the embankment, it briefly became airborne and impacted the ground shortly after in a right wing low attitude. He said that the impact forced himself and the flying pilot to the right. As the airplane came to a stop, he noticed that one of the passengers opened the cabin door (left side of the airplane), and called for an evacuation. Mr. Yates heard the passenger saying the engines

were still running, and immediately selected the engine cutoff switches and pulled the left and right power levers back to flight idle. When asked if he remembered where the power levers were, Mr. Yates replied that he could not remember, but they were forward of flight idle, and were possibly displaced to that position by the flying pilot hitting them during the impact sequence. Mr. Yates reported that he had previously flown with the flying pilot on three or four separate occasions.