



RECORD OF CONVERSATION

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Aviation Accident Investigator
Western Pacific Region

Date: May 26, 2011
Person Contacted: William Kind (Pilot Rated Passenger)
NTSB Accident Number: WPR11FA236

Narrative:

During an interview with the National Transportation Safety Board investigator-in-charge, Mr. Kind, who was seated in the left aft forward facing seat, reported that he noticed that the flight crew had placed the gear in the "down" position early on during the approach to the airport. Mr. Kind said that he felt that the airplane was still high when the airplane entered the airport traffic pattern, however, was unable to obtain a visual reference to where within the traffic pattern they were located until the airplane was on the base leg for runway 21. Mr. Kind stated that as the airplane turned base to final, the flight crew had "overshot" the runway and initiated a "steep turn" to realign the airplane with the runway. Mr. Kind noted that the airplane had a very steep angle of descent on final approach to which he compared to a "space shuttle landing." Mr. Kind further stated that he thought the airplane had used an excessive amount of runway before landing firmly and entering a "pilot induced oscillation" to the left and right, that became excessively worse as the airplane continued the landing roll.

Mr. Kind said that in addition to the left and right yaw movements, the airplane was also banking to the left and right during these oscillations. He further reported that as the airplane continued down the runway; it had briefly exited the runway surface to right before coming back onto the runway surface and overrunning the departure end of the runway. Mr. Kind recalled that as the airplane traveled through the chain link fence, it briefly became airborne in a nose low attitude and impacted the ground. After the airplane had come to rest, he immediately yelled evacuate three times and opened the cabin door, where he assisted the other two passengers out of the airplane. Mr. Kind added that he informed the flight crew that the engines were still running and that shortly after, they had shut the engines down. Upon helping the first officer out of the airplane, the passenger observed the captain (flying pilot) place a cell phone call to an unknown recipient. Mr. Kind then proceeded uphill towards the runway with the other two passengers and met with first responders.

Mr. Kind further reported that he had been actively flying since he was 14 years old and has a type rating in the Cessna Citation X airplane.