



RECORD OF COMMUNICATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: March 20, 2020
Person Contacted: Mr. Kenneth Miller (Pilot Trainee)
NTSB Accident Number: WPR20CA112

Narrative: The following information was provided in a telephone discussion with Mr Miller on this date:

- Mr. Miller was a First Officer trainee for Grand Canyon Airlines
- The airplane was the DHC-6 N72GC
- He was seated in the right seat
- Mr. John Stoberski was the instructor pilot
- The accident flight was his third flight in his training series
- The two took off from BVU about 0930 [March 6, 2020]
- They spent about an hour practicing airwork in the designated practice area about 10 miles south of BVU
- They then returned to BVU for a series of practice landings and/or touch and go landings
- The first landing was to be on runway 27
- The approach and touchdown were "normal"
- Mains touched first (about 1,000 ft beyond the threshold)
- Nose touchdown later and normal
- Airplane began to "drift" to the right
- The trainee tried to correct it with rudder but was unsuccessful
- The instructor called "my controls" and the trainee released the flight controls to him, and verbally acknowledged
- The airplane continued to drift right, and the instructor was unable to correct that
- The trainee saw that the airplane was headed off the runway edge, and appeared destined for the drainage ditch that ran parallel to the runway
- The airplane exited the runway and entered the ditch
- The ditch ended prior to Taxiway B, which was east of and parallel to rwy 15/33
- The instructor added power to get airborne to avoid the end of the ditch
- This was partially successful, but the airplane hit the end of the ditch and bounce about 20' into the air
- This was followed by a series of "hard bounces" as the airplane crossed B and runway 15/33

- The trainee said that the threshold crossing speed was about 80 knots, and that the airplane exited the runway at about 50 – 60 knots
- He estimated that the ditch was offset from rwy 27 about 10', and was about 3-4 ft deep and 15' wide
- He "doesn't believe" that a mechanical malfunction caused the veeroff, but was "perplexed" that the instructor was unable to prevent it
- Winds that day were essentially calm, but during other practice sessions with crosswinds, the trainee and/or instructor were always able to keep the airplane on or near the centerline
- He did not observe any skidmarks on the runway or evidence of skidding (flat spots) on the tires