



RECORD OF COMMUNICATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: March 24, 2020
Person Contacted: Mr. John Stoberski (Pilot Instructor)
NTSB Accident Number: WPR20CA112

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

- Mr. John Stoberski was the instructor pilot
- He was seated in the left seat
- The airplane was the DHC-6 N72GC
- Mr. Miller was a First Officer trainee for Grand Canyon Airlines
- Mr Stoberski has about 30 years of training in these airplanes
- They spent about an hour practicing airwork before returning to BVU for a series of practice landings and/or touch and go landings
- He recalled the ATIS was citing a quartering tailwind of 4 knots
- Runway 27 is the designated calm wind runway
- He didn't recall if other aircraft were in the traffic pattern
- The first landing was to be on runway 27
- The airplane was "not very far off" the VASI and centerline
- The airplane never went below the VASI
- The touchdown was a little beyond 1000' from the threshold, and slightly right of center
- The touchdown was "OK" and he didn't detect any excessive side loads of the landing gear
- The winds were "totally calm"
- After touchdown, the airplane started to feel "a little squiggly"
- The airplane exhibited some "directional difficulty" and began drifting/turning to the right
- The instructor pilot verbally called for his control of the airplane, and the trainee released the power levers and aileron/elevator
- At that point the instructor had "absolute positive" confidence that he would be able to return the airplane to the centerline
- In his career he had had pilot trainees remain on the brakes. Although he did not sense that the wheels were skidding, the airplane began to feel similar to one in which the other pilot was applying some braking
- He added asymmetric power to the engines to help regain the centerline, but this neither corrected the lateral deviation nor accelerated the airplane

- The instructor realized that based on his inputs, the airplane should have returned to the centerline but didn't
- As the airplane neared the right runway edge, the instructor again told the trainee to get off the controls; the trainee's hands were clearly off the controls, but the instructor couldn't see (and didn't ask) about the trainee's feet – but he was still unable to control the airplane's direction
- As the airplane exited the runway and was headed for the end of the drainage ditch, the instructor added full symmetric engine power and full ANU elevator to raise the nose and clear the ditch end
- The airplane struck a glancing but hard blow on the ditch end
- A few hard bounces followed; the instructor thought possibly the landing gear became damaged during that sequence
- After the airplane stopped bouncing and rolled across the airport terrain, the instructor used the brakes to help bring it to a stop
- The brakes "worked fine;" they applied and released normally
- They crossed the threshold about 73 knots, but the instructor did not want to estimate what speed they exited the runway
- The instructor "firmly believes" that there was no airplane mechanical malfunction
- He is of the opinion that the trainee pilot's feet were either on the brakes or interfered with brake and/or rudder application attempts by the instructor pilot
- The rudder pedals are longitudinally adjustable in this airplane
- The pedal arrangement can feel slightly different to pilots who are not used to flying this airplane