

August 19,2019

TO WHOM IT MAY CONCERN:

My name is Richard Morgan. I was the PIC of N879MA on August 18, 2019. Joshua Parker was the SIC. The day before, August 17, Joshua and I flew a 9 leg trip flow. We were familiar and comfortable with each other.

I flew the first leg on August 18, OGG – HNL and aircraft 79 operated normally. Joshua flew the second leg; HNL – JHM. Full flight, VFR conditions, VFR route up the North Shore of Moloka'i.

Weather at JHM was VFR, dry landing surface, winds 040 at 14, gusts to 19. Joshua briefed a Runway 2, Approach flaps, 95 over the threshold landing. JHM UNICOM requested us to square up our On Shore pattern for a departing Empire Airlines ATR. Wind check on final was 040 at 12 knots. Airspeed was not overly concerning based on the mechanical turbulence and previously reported gusts. Airspeed was decreasing.

Joshua landed the aircraft after a slight float typical of EX aircraft. I said, "Beta." Josh said, "Beta I am." I did not hear or sense Beta mode. I said, "Reverse." Joshua responded, "I am, Reverse." I sensed no Beta or Reverse." I moved my hand to the power lever. My hand was on top of Josh's hand with my fingers curled over his to ensure we were commanding Beta / Reverse. Again, I sensed no Beta.

I looked at the remaining runway and decided, that with a questionable prop, we were going to stay on the ground and dissipate the energy there. Joshua said, "Help with the brakes." I said, "I am." I sensed a locking / skipping right brake and smelled burning rubber / brakes, but the aircraft did not slow as I expected.

We got to the grass overrun and I veered the aircraft to the right and then began a seeping left turn. We went through the airport boundary fence 90 degrees from the runway centerline, down the overrun build up and came to rest between kiawe saplings. The stoppage was surprisingly gentle. I did not feel a tightening of the inertial reel restraints.

Pilot, Tim Sprawls, was in row 5 and had the right rear door open and with Joshua Parker got the passengers out of the aircraft in a very efficient manner.

I shut off the overhead fuel valves and the aircraft electrical system and deplaned. As I deplaned I noticed the brakes smoking and the left main tire in seemingly good shape. With the brakes we were applying, I would have expected to see it flattened and burned through.

Passengers and crew were met by the airport fire department and Mokulele employees. To the best of my knowledge, there were no injuries to passengers or crew.

Richard Morgan