



INTERVIEW SUMMARY

Elliott Simpson
Aviation Accident Investigator
Western Pacific Region

Interview Date: Aug 18, 2019
Person Contacted: Captain Richard Morgan– Captain [REDACTED]
NTSB Accident Number: WPR19LA224

Narrative:

- Flight was scheduled from PHNL to PHJH with 2 crew and 8 passengers
- This was the second flight of the day for the crew; the first flight was in the accident airplane, and uneventful, although Captain Morgan commented on the first landing that the airplane typically did not slow down as effectively as the other airplanes in the fleet.
- First officer Joshua Parker was the FO and flying for the accident leg, and Captain Morgan was monitoring.
- During the initial approach into PHJH, the wind was reported as 040 ° at 12 knots, gusting to 19.
- They briefed the approach, confirming 95 knots on final for runway 2. Flaps were extended, and on final approach, over the gully, wind seemed typical, but he noticed the airspeed was fast at 115 knots.
- He called for the FO to continue landing, but be sure to apply beta and hard reverse on touchdown.
- The airplane landed between 1/3 and 1/2 of the way along the runway, a little longer than normal, but he felt they still had plenty of available runway.
- Upon touchdown the FO applied beta, but something didn't feel right and they were not decelerating. Captain Morgan took the controls and went to full reverse, but again they were not decelerating.
- He pulled the thrust lever as hard as he could, and felt like he may have broken its handle, but the airplane did not slow down appreciably, and the wheels were skipping as the brakes locked, but with limited effect.
- It was too late to go-around, so he guided the airplane toward a grass area, thinking that the worst that could happen would be a ground loop.
- The airplane went through trees, and came to rest in a gully.
- All crew and passengers evacuated through the main door, and nobody was injured.