

Transair / Interisland Airways
In-Flight Incident / Air Safety Report

Aircraft ID.: _N221LM_
Captain: _ROMAN_ Base: HNL Employee # 371
First Officer Romero_ Base: HNL Employee # 309
F/A: _N/A_ Base: _N/A_ Employee # _N/A_
Dispatcher: _N/A_ Base: _N/A_ Employee # _N/A_
Other Crew None

Date: _06-11-2025 Time: 07:25

Flight No: _0800_ From _KOA_ To: _HNL_ Diverted to: N/A

Location/Fix: _HNL_ NASA ASRS Filed? Yes **(NO)** (Circle one)

Emergency Declared? YES **NO** (circle one)

Flight Phase (Circle one) Parked / Pushback / Taxi-out / Takeoff / Initial Climb / Climb / Cruise /
Descent / Approach / **Landing** / Taxi-In / In Tow

Altitude: FT Runway 4R Taxiway/gate ID: _N/A_

IAS _95_ kts Runway/Taxiway Condition: **Dry** / Wet

Configuration: _LANDING_ Significant Wx: _CLEAR_

Rain None Turbulence NONE

Actual Wx:

Wind 040@9 Vis 10 Ceiling CLEAR Temp 27c

Other Information: FLIGHT STARTED IN KONA AT 0748 AM. FIRST OFFICER SITTING ON LEFT SEAT FOR FAMILIARIZATION WITH TILLER. FLIGHT WAS NORMAL, AS WE DESCENDED INTO HNL. OUR SPEED WAS 150 WHEN TOWER REQUESTED TO SLOW TO THE SLOWEST PRACTICLE SPEED, SIMULTANOUSLY AS WE WERE PUTTING THE FLAPS AND GEAR DOWN. I DID NOT CONFIRM THREE GREEN. I WAS CONCERNED ABOUT REDUCING AIRSPEED. WE CONTINUED APPROACH AS NORMAL ON SPEED OF 120 THEN SLOWING TO 110 ON FINAL. WE DID NOT GET A GEAR WARNING HORN UNTIL THE flare 10 feet ABOVE GROUND ARPOX, WHEN POWER WENT TO IDLE. MAIN LANDING GEAR TOUCHDOWN, SOON AFTER, NOSE OF THE AIRCRAFT MADE CONTACT WITH RUNWAY. WE PROCEEDED TO SHUT DOWN THE ENGINES AND ACCOMPLISHED SHUTDOWN CHECKLIST.

Signature

MARIO ROMAN

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Rain _None_ Turbulence _NONE_

Actual Wx:

Wind 040@9 Vis 10 Ceiling CLEAR Temp 27c

Other Information: ON THE FLIGHT FROM KONA TO HONOLULU, THE CAPTAIN SWITCHED SEATS WITH ME AFTER THE PRE FLIGHT WALKAROUND. THE CAPTAIN INSTRUCTED ME TO SIT IN THE LEFT SEAT FOR NOSE WHEEL STEERING FAMILIARIZATION. WE HAD A NORMAL TAKEOFF, AND CRUISE. ON APPROACH WE WERE AT 150 KNOTS WHEN I CALLED FOR FLAPS 5 AND GEAR DOWN, AND AT THE SAME TIME TOWER HAD REQUESTED US TO SLOW DOWN TO SLOWEST PRACTICLE AIRSPEED. SO I WAS CONCERNED WITH SLOWING DOWN TO APPROACH SPEED. I MAINTAINED 120 KNOTS UNTIL SHORT FINAL UPON REACHING SHORT FINAL I THEN SLOWED DOWN TO TARGET SPEED WHICH WAS 110. AS I CAME OVER THE THRESHOLD AND REDUCED POWER INTO THE FLARE WHICH WAS ABOUT 20 FEET OR SO OFF THE GROUND WE THEN GOT THE WARNING HORN. THE MAIN WHEELS TOUCHED DOWN, AND THEN WHEN LOWERING THE NOSE WE FELT THE AIRCRAFT MAKE CONTACT. I MAINTAINED CENTERLINE WITH RUDDER AND SLOWED THE PLANE DOWN WITH PUTTING THE PROPS IN BETA AND BRAKING. THE AIRCRAFT CAME TO A FULL STOP ON 4R BY TAXIWAY ECHO. WE SHUT DOWN THE AIRCRAFT AND WE WERE THEN MET WITH THE AIRPORT FIRE DEPARTMENT.

Signature

RANDALL ROMAREO