

Runway excursion KAEJ N118CX 2023-03-05 18:14 local, 2023-03-06 01:14z.

Pilot in Command (PIC) and Pilot Flying (PF) Captain: Bakr Tokar-Falata
Second in Command (SIC) and Pilot Monitoring (PM): William Kline
Both crew credentials, training, and qualifications are available via Volato's
Chief Pilot's Office
Origination: KMRY
Destination: KAEJ - Field Elevation 7950' MSL.
Weather at estimated time of arrival was Visual Meteorological Conditions (VMC),
runways were dry and uncontaminated.
Filed Flight Plan was PXN OAL ILC J58 MLF J28 HBU calculated to take 1:58 with
current winds aloft. Altitude was filed for FL390
Aircraft was Cleared as Filed by ATC

As the non-flying pilot I received the AWOS-3 weather report for KAEJ over the #2
comm radio at some point on or after 0100Z [an image of the sheet I wrote the
weather on is attached], but I am unsure of the last digit in the time I wrote down
for the one-minute AWOSes which I received). I listened to the AWOS thru two
cycles at that time. The first reported wind was 290 degrees at 8 knots gusting to
12 knots. The second reported wind was 300 degrees at 7 knots (no gust factor).
(sometime after the excursion the airport manager told me that the AWOS unit had
just been repaired). The Captain loaded separate data, which was independent of
these heard values, into the aircraft's CDU (control display unit) in the
performance section. To be specific, this CDU wind data was not manually entered
into the CDU by the Captain, the wind data came from the aircraft's receivers based
on the destination airport that is currently entered into the flight plan. The
automated loading of this weather into the CDU is initiated by pushing a "load
weather" button on the CDU's performance pages. An approach is not loadable
without the associated destination airport in the flight plan. The CDU's
performance section uses this weather data (and other data such as landing distance
factors) to calculate Vref and Vac speeds, the crosswind component, and runway
required distances.

On decent into KAEJ (Buena Vista, Colorado) we had the GPS runway 33 approach
loaded, the autopilot was engaged. Lateral guidance and Glide path were captured
before the final approach fix (AKNAC).

The weather was clear and the time was near sunset. I saw the runway well before
the final approach fix. While on approach, the wind did not feel different than
what I had heard on the AWOS. I recall feeling and voicing that we were high (from
an out-the-window perspective), but the Captain appropriately dismissed it because
we were on glide path. It was just that the glide path was 3.4 degrees. I was
calling airspeeds for the Captain prior to touchdown, the last one of which was 115
knots, immediately before touchdown (while in the flare). I do not remember that
any significant crab was required in the flare to maintain centerline, and little,
if any, was used. The touchdown was normal, on centerline, and in the touchdown
zone, but soon after we had a strong left yaw. The excursion off the left side of
the 75 foot wide runway happened very rapidly. After the aircraft came to rest, I
called for the engines to be shutdown, called the airport on the CTAF frequency
about our condition, and called Denver Center via telephone to cancel IFR. After
the airport was closed we went to the area of the runway excursion and spotted tire
tracks which appeared to be from lateral movement of the tires across the pavement.
I estimate the time from runway centerline (at the time of the yaw) to the runway
edge was 1 second or less, I recall feeling like there wasn't much if any time to
react.

See attached schedule for the history of flying in the hours/days prior.
I did not notice, nor am I aware of, any mechanical failures that lead to the
runway excursion.

The KAEJ trip may have been added to our schedule on the same day as the excursion, but I could be wrong on that.

As far as the HondaJet is concerned, I do not like the aircraft. My opinion is that it was designed with the wings too close to the ground (limiting crosswind landing techniques), spoilers should have been installed on the wing starting at serial #1, the vertical engine pylons expose a large area (a more or less flat vertical plane) to the wind aft of the center of gravity, and that the steering/braking is grabby/sensitive.

I am type rated in the HS125, BE300 (single-pilot typed), and HA420, with about 3300 hours in the Hawker (HS125), roughly 900 or so in Lear Jets. I have had numerous trips to mountainous airports in the Hawker and LearJets, a few trips in the HondaJet.

Prior to my employment with Volato I was a Teterboro based FAR 135 Hawker 800 and King Air 300 Captain for about 6 years. Before that I was a FAR 135 Hawker 800, LearJet 35/55, and King Air 90 First Officer for about 6 years. Before that I worked at 135 auto freight company for less than a year and left when our pay was cut in half. Before that I worked for North Carolina Forest Service flying Cessna L-19 Bird dogs for three fire seasons, and was a long-time banner tow pilot in various tailwheel aircraft.

Prior to becoming employed with Volato I was mostly out of aviation for about 8 years with the exception of brief contract work as a banner tow (Pawnee) pilot in Florida during spring break in 2016. This absence began when I left a FAR 91/135 management company because my long-term refusal to operate a King Air 300 into a 2400 foot runway (57B), with close-in obstacles, finally came to a head and I was told in a company meeting that I would now have to participate; I resigned from there the next day, in September of 2014. (57B ops were part 91 and <12500 Lbs, i.e. it was legal due to SFAR 41C. Also see 8900.1 4-487c [has typos]).

[see attachments: AWOS wx notepad, duty in days prior]
William R. Kline

today's date: 2023-03-16