

Norris, Steven J (FAA)

From: Jack Wheeler [REDACTED]
Sent: Tuesday, 18 October, 2022 2:47 PM
To: Norris, Steven J (FAA)
Subject: Runway Excursion in KBIV on 10/12/2022

Hey Steve,

Here is the requested narrative.

Dear Sirs,

This is my narrative of the event that took place in N704JT at KBIV yesterday afternoon, 10/12/2022. The cause of the event was two rogue wave gusts of wind that were beyond the capacity of the controls of the aircraft to mitigate.

Inbound to KBIV, approximately 20-30 mins. from arrival, my first officer got the ASOS, which reported 200/18G28 for the wind. I put that in the CDU for the landing data and it showed a left xWind component of 25 kts. I told him that we wouldn't be able to get in there with that wind, but we can ask ATC for a wind report that would be more current than the ASOS when we got closer to KBIV to see if we would have to divert or not. Approximately 8-10 mins. from arrival he asked ATC for a wind report and it was 190/15G19. The CDU showed a left xWind component of 17 kts. I knew this was well within my capabilities since I had landed the HondaJet in max direct xWind before with a training captain and it was a nonevent. I briefed my FO that the wind was within my capabilities and that once on the ground the aircraft nose would be pushed to the left into the wind, so I would be anticipating that and almost lead it with right rudder pressure. As we passed the FAF, I noted the wind was 45 kts from the left and we had a very good crab angle with the Autopilot. As we continued down the approach I saw the wind steadily decrease and clicked the Autopilot/yaw damp off early to get a good feel for the wind as we descended. As we got to short final my FO gave an aircraft waiting to take off a quick wind report of 190/18. Passing approximately 100-200 ft above TDZE I glanced at the wind indication on my PFD and confirmed it. We continued with a very smooth touchdown about 200 ft in front of the 1000 ft markers right on the centerline and I deployed the speed brakes, started normal braking while maintaining the centerline with the appropriate amount of right rudder. Just as we, all aboard the aircraft, started to get the feeling that we were passed the difficult part of our arrival, the aircraft was hit by what I describe as a rogue wave gust of wind because I had never felt the aircraft so forcefully be shifted into the wind before. It felt like we were on a pivot like a weather vane and shifted instantly. In response, I responded with even more right rudder and ran out after reaching full deflection. In our debrief, I learned that my FO had gotten on the right rudder from his side and confirmed full deflection. Even with full deflection, we were still going hard to the left, leaving skid marks on the runway, with our left main narrowly staying on pavement by mere inches. The rogue gust sent us off the centerline at approximately 2300 ft down the runway. As the gust subsided we came back to the right hard at about 2700 ft. We were trending back to staying on the runway when we got a second rogue wave gust that was mostly a tailwind due to our angle of correction with the runway and that gust shoved us off the right side of the runway at about 3300 ft. with full left rudder deflection. We skidded out about 30-40 ft into the grass while moving forward at the same time and trended back to the left until we came to a stop parallel with the runway and the left wingtip over the right edge of the runway. We were approximately 1700 ft from the end of the runway a few hundred feet or so before taxiway A4. When we left the runway, the right wing impacted a raised runway light that dented the underside of the leading edge about midway on the wing. As we neared the runway, before stopping, the left wing impacted another of the raised runway lights which scuffed the underside of the wing just behind the leading edge about 3/4 of the way out from the fuselage. After stopping, we assessed the condition of all passengers, which was fine with no injuries. We recorded the shutdown info needed for the form 102 and my FO assisted the disembarking of the pax who were very complimentary and thankful for our skill in keeping them safe throughout the event.

Afterward, we took many pictures and were asked to assist the local police in gathering information and more pictures as evidence etc. This is where I got the distance estimates above from examining the skid marks with the police officer that were continuous from the time that we left the centerline until coming to a stop. My estimate of the rogue gusts is that they were in excess of 30 kts given that we had decelerated for approximately 1500 ft and were so forcefully impacted by them. Even though we could not control the aircraft totally due to its limitations, we were able to use the control that we did have to affect a favorable outcome to the event. I attribute our successful outcome to the excellent training and guidance that we both received from Jet It and Flight Safety, and my 15 1/2 years of airline experience and 1 1/2 years of Jet It experience coupled with my 15,552 total hours, 11,345 PIC hours, and 752 HA-420(HONDAJET) hours, and Mike's 8years of CA & FO airline experience with over 7000TT and 4000 hours EMB-145. Feel free to contact us for any other follow up info. needed.

Sincerely,

Captain Jack Wheeler

[REDACTED]

Norris, Steven J (FAA)

From: Mike Langwell [REDACTED]
Sent: Friday, 21 October, 2022 1:42 PM
To: Norris, Steven J (FAA)
Subject: Runway Excursion KBIV
Attachments: 9E858E04-0ECF-4641-9350-0435AF07DB53.jpeg

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Please find below my statement of the runway event that happened 10/12/2022,

Captain flying and Landing at KBIV rwy 26 while being vectored for a visual winds were reported by approach at 190/15kts G 19kts on short final the wind indicator on the PDC showed 18kts which I called out. Captain made a nice smooth centerline landing. And just a few seconds later we encountered a Xwind gust in excedence of 18kts during roll out. Causing aircraft to turn the nose left into the wind and started to slide while corrections were applied the gust must have subsided because the aircraft then swung hard to the right and we ran off the runway on to the grass with a slight left turn paralleling the runway several yards down the runway coming to a stop just a few feet off the right side of runway. No one was injured. Damage was visible to both wings where 2 runway side marker lights were knocked down.

Respectfully
Mike Langwell
[REDACTED]