



NTSB MEMORANDUM FOR RECORD

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National Transportation Safety Board

Date: 5/5/2021
Person Contacted: Scott Martin (Master Development Test Pilot, Gulfstream)
NTSB Accident Number: ERA21LA209

Narrative:

The individual noted above provided the following information via email memorandum. The below contents are a summary of what was reported:

Dear all,

I witnessed the landing mishap for G-150 s/n 252, N22ST, last week, at 3J1. I have a G150 type rating but have not maintained currency for the last several years. I am a Gulfstream employee at KSAV, and I work regularly with FAA Flight Test and the Atlanta ACO for new product certification as a company flight test pilot. What I recall follows.

I was standing outside my hangar, which is on the east side of taxiway B, at roughly its midpoint. This is the first hangar to the north of the bathrooms and 100LL self-serve fuel farm. I had been there for about an hour when I first heard jet noise. Because jet arrivals at 3J1 are still rare, I decided to stop working and watch the landing. My interest increased when I saw that it was a G150, about 10 seconds after I first heard it.

The winds had been steady and constant for about 30 minutes prior to the airplane's arrival. I estimate 220 or 230 at 11 to 13 knots. This estimate is based on the way the wind was blowing in front of my hangar, and the two windsocks on the airfield. There were no clouds or restrictions to visibility on this day. The trend of the wind over the previous hour had been increasing speed and the direction moving from southerly to westerly.

I remember first seeing the airplane at about 250-300 feet AAL, when my hangar no longer obstructed my view of it. I presume the airplane made a straight in approach, because I neither heard nor saw the airplane prior to this point. The



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approach path seemed normal, but the airplane looked higher than what I would have flown at this airport. I cannot guess the airspeed. In any case, the touchdown appeared to be just past the A4 taxiway. About 2 seconds later I saw both thrust reversers deploy. It was several more seconds before I heard the roar of the engine thrust increasing, with the reversers still deployed.

I remember having some concern about the airplane being able to stop before the end of the runway when the reversers first deployed; however, when I heard the engines spool up, I relaxed, and returned to my work. My view of the airplane was mostly obscured by ground obstacles between the north end of the runway, and me, anyway. After several additional seconds, I still heard the engines at a high power setting, and my opinion at the time was that this was an unusually long time, at least double the normal time of use of maximum reverse thrust. So, I looked that way again. I saw the vertical tail and that the airplane was motionless. Being familiar with the terrain beyond the end of runway 36 and because I could still see part of the airplane, I presumed the airplane had stopped on the prepared surface, otherwise I believed I would not be able to see the vertical tail. In hindsight, I understand that to not be the case.

About 2 minutes later, I saw the first responders driving southbound on taxiway B. This was when my original concern about the airplane's ability to stop on the runway was verified. I did not go to the mishap site, but I did follow up to learn there were no injuries.

Scott Martin
Master Development Test Pilot
Gulfstream Aerospace

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