



RECORD OF CONVERSATION

Albert P. Nixon
Senior Aviation Accident Investigator
Western Pacific Region

Date: Oct 7, 2017
Person Contacted: John Gorman (Student Pilot of accident airplane)
NTSB Accident Number: WPR18LA005

Narrative:

During a conversation with John Gorman, Student Pilot of the accident airplane, the following is a summary of what he stated:

- He was a commercial pilot rotorcraft with about 2,117 hours, with about 200 hrs. fixed wing.
- He was pre-briefed on flying a soft field landing for a full stop.
- This type of landing requires power on during the flare and its glide path is flatter than a normal landing.
- Prior to starting the final turn, he was about 100 ft high in altitude.
- He configured full flaps and gear down in the turn for runway 2.
- He noticed that he was still high on final approach and slipped the airplane.
- He stated that there were no distractions.
- He stated on short final (about 50 ft agl) he noticed the airspeed about 65 mph, in reference to a normal speed of 80 mph.
- Subsequently the CFI instructed him to go-around.
- He smoothly added power and the CFI instructed him to apply power quicker.
- In the flare, he felt the airplane settled towards the ground.
- He stated the airplane got slow and stalled out and hit the runway hard.
- He thought this was his first soft field landing in about a month.
- He stated that he noticed no wind (crosswind or downdraft) on final.
- He stated that the airplane and engine performed normally.
- During the airplane egress, the door was jammed.
- He had no other concerns to mention.



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Date: Oct 6, 2017
Person Contacted: Ronald W. Magnus (Certified Flight Instructor (CFI) of accident airplane)
NTSB Accident Number: WPR18LA005

Narrative:

During a conversation with Ronald Magnus, CFI of the accident airplane, the following is a summary of what he stated:

- He was a commercial pilot with about 7,000 hours.
- His student was flying a soft field landing for a full stop.
- The goal of this type of landing is to lightly touch down the mains and protect the nose gear.
- The airplane glide path would be a little flatter on final and require more power.
- He was calling out airspeed and called power and reached for the throttle.
- He stated the airplane got slow and stalled out and hit the runway hard.
- He has flown between half a dozen to a dozen of the soft field landing with this student pilot.
- He stated that there were no distractions.
- He stated the student pilot told him that during the final seconds of flight, he was pulling back on the yoke.
- He stated that he thinks they encountered a downdraft about 50-100 feet above the ground.
- He stated that the airplane and engine performed normally.
- He had no other concerns to mention.