N327FL

On 8/5/2013; 11:30Z to 13:48Z; I, Theodore Samuel LaFond, was tasked by Flight Options to fly N327FL as PIC from KPIT to KFCM. I was the pilot flying, and Bruce Allen Addison was my assigned SIC who was pilot monitoring. The flight was uneventful until we entered a right downwind for 10R at KFCM. From right downwind until the eventful end of the landing, I will attempt to recall as many details as I can. This disclosure of the event is true to the best of my ability to reconstruct the facts.

Tower cleared us to visually follow the King Air that was flying the ILS to 10R. I slowed the airplane to 180 kts so that I could request flaps 1. I turned base and requested flaps 1 on causing the airplane to slow for the approach. When I turned from right base to final, I saw the airport and also noticed that my glide slope was indicating that the airplane was established on the glide path (the green dot was centered) of ILS 10R. Scanning quickly, I realized that I was high, fast, and closer than I should be to descend via the glide slope indication that I was witnessing. I checked with my co-pilot about the indication, and he confirmed that it was centered and tuned to the ILS 10R. I asked for the gear to be brought down, and I initiated a steep descent to establish the airplane on a normal glide path for the intended runway. During the descent, the airplane was indicating 2000 to 2300 fpm, and my airspeed climbed to 181 mph (I saw the HIGH SPEED warning, the SINK RATE and the PULL UP alarms sounded). As soon as I started my descent, the glide path indication we had been observing changed from centered to full scale deflection each way, as it would when entering from outside the ILS approach path. Then, upon reaching the appropriate altitude, the glide path centered again. The airplane was now receiving the correct glide path information and the green dot was centered.

I piloted the airplane below the glide path and then pulled the nose up to bleed off excess airspeed. At this time, I waited for the airspeed to drop below 170 kts and asked for flaps 2. The airplane was now established on a normal descent profile, but still above Vref speed. I can not remember what the airspeed was at 500 feet or below, as I was concentrating on the landing. I only know that the airplane was configured and decelerating. I piloted the airplane to the runway at some point past the 1000 ft marker. Immediately upon landing, I applied brake pressure with increasing force. The airplane was slowing nicely until the last third of the runway, when I began sensing pulsing through the rudder pedals (which I am assuming was the anti-skid). At that time, I sensed that the airplane was no longer slowing, but accelerating.

When I realized that we were not going to stop on the runway, I chose to maneuver the airplane to the left in the hope of missing the antennas and stopping in the field. The airplane came to a complete stop after plowing through the perimeter fence and running over a manhole culvert. We shut down the engines and systems before exiting the airplane through the main cabin door.

In response to prior duty assignments, August 5th was my 7th day of duty during an 8 day rotation. On 8/3, I started duty in the late morning and flew 3 legs with approximately 12 hours of rest before the next duty day. On 8/4, I started my duty day in the late morning with approximately 12 hours of rest before flying 5 legs that ended in KPIT. The morning of 8/5, we started duty at 10:34Z and the flight ended at 13:48Z.

From: 08/06/2013 08:40 #584 P.002/004

8/5/2013 Duty ON 1034Z

By Allen Addison

[redacted]

During flight operations into FCM @ approximately 1338Z We were being vectored for the ILS to 10R, Weather during this time was VFR -Rain Mist. J(PM) picked the airport the airport up just prior to getting a vector for (R) downwind in which J informed the PIC (PF) that the was in sight and pointed it out to PF and was asked to call the airport in sight. J asked the PF if he was able to keep the airport in sight and he informed me he could. J advised ATC and we were cleared for the visual behind a King Air that was on the ILS. P.F called for the gear down on J (P.M.) selected the gear down, and when the speed allowed us P.F called flaps 1 approach checks, J the P.M ran the approach checklist and after that noticed that we were on the glide slope and then the glide slope appeared to be erratic P.F picked up the V.A.S.I. which indicated we were high PF pushed the nose down to try and get on the VASI and this is when our airspee J increased and we got a flap overspeed warning as we picked the VASI up we were able to pick the nose up and start bleeding airspeed the P.F called flaps J-3 and p.M. ran the before landing checklist. We touchdown somewhere just past the 1000' marker at approximately 150-~~160~~ 160 Kts P.F. applied the breaks and about the last 1000' of runway left decided we were not going to be able to stop and that we were going to go of the end of the runway, after departing the end of the runway the P.F. was able to steer the airplane to the left which gave us a little more distance to travel across the wet grass before hitting the fence and coming to. rest on the ditch embankment just short of highway

During the enroute part of the flight I ran an APGT ~~Run~~ Runway allowances using the current weather on the IPaD which Indicated that we ~~needed~~ needed approximately 3800' for landing using the current Metar at the time