

June 26, 2013

Statement concerning N500AG Runway Excursion at JHW

While conducting a 14 CFR part 135.299 line check of a Taughannock Aviation (BJYA) in a G-200 (N500AG) aircraft. I was seated in the aft cabin along with Neil Stoneman, the chief for Taughannock Aviation. Aircraft was conducting an ILS approach into the Jamestown Airport (JHW) runway 25 at approximately 1410 (L). Mr. Stoneman and I were discussing training issues at the time of touchdown and all seemed normal. At the time I noticed no reverse thrust was being applied but did not think that an issue. As aircraft proceeded down the runway nothing unusual occurred that I was aware of. After what appeared to be a normal roll out aircraft swerved hard right followed by a swerve hard left and then came to a stop. I could tell we were off the runway by the grass outside the window. We confirm everyone one was uninjured and there was no apparent danger. We evacuated the aircraft and began assessing any potential damage.

I immediately contact the Rochester FSDO Operations Supervisor Mr Don Mann and advised him of situation. I began documenting the scene with photographs and obtained statements from the crew. During inspection of wheels I could smell a burning smell from the left brake. It was hard to tell if right brake also smelled due to close proximity of wheels.

Inspection of the runway showed wheel marks for the left main wheels almost the entire length from touch down at the 1000 foot mark to the departure end of the runway. No corresponding right wheel marks. In the last 500 feet you could see two distinct wheel marks corresponding to the left main and the nose wheel caused by the side load on aircraft attempting to turn right onto the taxiway at a high rate of speed. These marks were joined by the right main where the aircraft turned back to the left and then departed the end of the runway, again caused by the side load of straightening out from the right turn.

I reserve the right to amend this statement as more details are recalled. Please follow up on any questions or need for clarifications.

Chris E Holliday

Principal Operations Inspector

Rochester FSDO (EA_23)



Federal Aviation
Administration
FSI CMU Wichita, KS CE-07

Memorandum / Facsimile

Date: 06/26/2013
To: Inspector: Mr. Jon Ottney
From: James J. Urcinole, ASI / FPTM DA-2000, LR-JET SERIES
Prepared by: James J. Urcinole, ASI / FPTM DA-2000, LR-JET SERIES
Subject: Runway Overrun at Jamestown, NY. Airport (KJHW)

The following information is a brief outline of events and facts of Thursday, June 20, 2013, while performing a FAR 135.299 Line Check for the FSIRP Office, (TA 13-WAB016-1183-S), per the request of the FAA Rochester, NY, FSDO Office, (AEA-ROC-FSDO-23).

Assisted Inspector, Mr. Chris Holliday of the Rochester, FSDO in performing two FAR 135.293 orals of both crewmembers, prior to proceeding to the aircraft, N500AG, a G-200.

After the orals were completed a briefing was given to both pilots in reference to the planned line checks. The crew then performed a weather briefing and a weight and balance, prior to proceeding to the aircraft.

Both pilots then performed an aircraft preflight, prior to the flight portion for the FAR 135.299, line checks.

The acting Pilot-In-Command for the first leg, Mr. Steven L. Curton, then gave a passenger briefing to all passengers on board and then gave me a jump seat briefing. The flight crew then performed all appropriate checklists, received their IFR clearance, programed their FMS's and briefed on the departure procedure, prior to calling for their Taxi clearance.

The Taxi, departure, En-route, arrival and ILS approach were uneventful and were with in A.T.P. P.T.S.

The following events were noted on the landing: The touch down was normal and within the 1000 foot markers, the PIC activated the thrust reversers, but no power increase was noted. The braking action or deceleration was noted as smooth. The second-In-Command was calling out the airspeeds and runway remaining and was noted to be alarmed by the last 2000 foot markers, it was also noted that the SIC, attempted to stand on the brakes just prior to the end of the runway. The PIC was noted as alarmed and applying maximum

braking pressure and attempted to steer the aircraft to the right towards the taxiway at the end of the runway, but then straighten the aircraft out just prior to the end of the runway.

The aircraft departed the end of the runway and stopped approximately 50 feet from the end. The PIC performed an emergency engine shutdown, while I stowed the cockpit Jump seat. Both pilots were noted as in disbelief and shaken, but then performed an emergency evacuation of all persons on board the aircraft.

After the evacuation of the aircraft I assisted Inspector, Mr. Chris Holliday, in performing an assessment of the events, inspection of the aircraft and of the runway. Inspector, Holiday, then made all of the proper notification to his office and we requested written statements from both pilots as well. While waiting for the written statements, Inspector, Holliday, received a telephone call from the N.T.S.B. requesting that we retrieve the cockpit voice recorder from the aircraft. I then assisted Inspector, Holliday, in locating and I removed the cockpit voice recorder from the aircraft.

I debriefed the flight crew of the events that were noted during the en-route check and on the runway overrun, which included that the emergency brake system was not used, by the flight crew.

After we completed all of the requests from the Rochester FSDO and of the N.T.S.B., Inspector, Holliday, rented a car and we then drove back to the Rochester, NY, FSDO Office.

I reserve the right to amend this statement as more details are recalled or additional facts are found in the investigation. Please follow up on any questions or need for clarifications.