



RECORD OF CONVERSATION

Jose Obregon
Air Safety Investigator
Eastern Region Aviation

Date: January 30, 2012
Person Contacted: Berry Fawcett, Pilot of N272CB
NTSB Accident Number: ERA12IA166

Narrative:

During a telephone conversation, via the FAA Eastern ROC, Mr. Fawcett stated that he came in a little hot on the short runway, and during the landing roll the thrust reversers did not deploy. The airplane traveled off the end of the runway in the earth area. He believes the nose gear sheared off.



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Robert
Senior Air Safety Investigator
Eastern Region Aviation

Date: February 1, 2012
Person Contacted: Richard Newton, BWI FSDO
NTSB Accident Number: ERA12IA166

Narrative:

During a telephone conversation, Mr. Newton stated that when he responded to the incident, he observed the flaps and slats deployed. He measured 226 feet of pulsing skid marks at the end of runway 33R. The airplane came to rest in mud approximately 200 feet beyond the departure end of the runway. The damage to the airplane was limited to two of the four nosegear doors and the nosegear separated about 6 inches above the strut. Further inspection of the airplane did not reveal any structural damage.

Mr. Newton witnessed Gulfstream technicians subsequently test the airplane. Specifically, they applied power to the airplane and did not observe any fault codes. They also activated and deployed the thrust reversers several times.