

I reported to duty at KTHW at 0630 local for a flight to KROC to complete a part 135. 299 a/c 4-8. and 135. 299 line check. At the controls was Steve Curson. I was acting as SIC. for the leg to KROC and to KTHW.

The flight to KROC was completed with no incident.

The oral portions of the test were completed and observed and administered by POI Chris Holiday and Jim Urciole and these checks were satisfactory.

The preflight portions, planning, weight and balance were observed by Chris Holiday.

The leg to KROC to KTHW. was observed by Jim Urciole in the Jump Seat and as passengers were Neil Stoteman Chief Pilot and Chris Holiday.

After an uneventful departure from KROC. The after two, Chins and Cruise Checklist were completed. The ELT APP 25 was reviewed again and confirmed that LND in 60% or RWY 25 was in accordance to company ops specs & FAR 135 while at the Ramp at KROC, the taxi, departure, enroute approach to KTHW ELT 25 were briefed and reviewed. The weather was reviewed again by the means of a phone call to AWOS-3. Steve Curson called the airport operations and verified the airport conditions and operations. Special Caution was taken to confirm that we were able to land and stop in the 60% RWY 25

~~At~~ The flight to KJHW was uneventful. The approach and before landing was completed. Steve performed an stabilized approach to KJHW. The approach asked to report crossing Kraus when we were directed to Rm Direct to Kraus.

I contacted the KJHW CTAF about 10-15 miles from Kraus and it appeared Airport ops reported there was communication on CTAF I came back to Comm 2 and finished the landing checklist and reported Kraus approach said to contact CTAF and I did, again it appeared there was communication from the airport KJHW. NS00AG touched down at the 1,000 ft marker and the gear and flight A/B deployed it appeared that T/R were deployed but it did not feel like there was effective braking or thrust reversing power. I began to count the speed and speed vs, the distance or runway remaining and when it was about 500 ft was not braking I braced for impact. The airplane departed the runway about 10-15 ft from runway end I asked the PAX if everyone was okay or needed any assistance. PAX responded everyone was okay.

I opened the main cabin door after ensuring it was safe. PAX and crew deplaned after aircraft was secured and shut down checklist

(3)

Completed. After Ensuring there was not leaks or unsafe conditions.

I noticed fire marks ^{left} of the ^{centerline} runway from the 1,000 to 1,500 ft markers. There was only onset of fire marks indicating that there was not braking on the right main wheels.

The nose wheel ~~was~~ left tire marks for about 3,000 ft along with tire tracks from locker wheel from the left ^{main} wheels.

A go around was not commanded due to uncertainty of the conditions of the brakes, Anti Skid and most important the thrust reversers. There was not sufficient runway left to execute a safe take off after it was suspected that there was a malfunction with the aircraft.

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It appears there is a history of Proximity Switches failures and Issues with Brakes wear indicators not showing and representing the actual condition of the brake systems.

I feel the crew did everything to ensure no lives were endangered and minimum aircraft damage.

Manuel Niccolta

[Redacted signature]

: Steve Curtton Cert. # [REDACTED] acting as P.I.C. being observed on a 135.299 Rout check. Aircraft was N500AG - G-200. Planned route flight was KITH → KROC → JHW.

On 6-20-13 I reported for duty at 6:30 LCL AM, at Taughannock Aviation FBO. in KITH. The plan ~~day~~ was to ferry N500AG to KROC from ITH for a oral and FAA. check ride from ROC FISSO office. The first flight of the day was uneventful from KITH to KROC. During the first flight of the day from KITH to KROC ^{the} crew was P.F. left side (me) Steve Curtton; N.F.P. right side Manny Micoltra and in the jump seat crew member and Chief Pilot Neil Stoneman. Once in ROC FISSO office, Orals for our check ride were completed and all wt. & Balance ^{and performance} was reviewed "OK". It was at this time that FAA check Airman Jim Urcinole commenced the flight portion check of this 135.299 check ride. The crew placement was P.F. Steve Curtton ^{left} side; N.F.P. MANNY Micoltra ^{rt. side} and in the jump seat was ^(FAA) Check Airman Jim Urcinole. Passengers were FAA P.O.I. Chris Hoilday and Taughannock Aviation C.P. Neil Stoneman. This next leg was from KROC to KJHW. After what was a uneventful flight segments of the take off, climb, cruise, descent and approach all regimes of flight were on profile and normal.

During a normal stabilized approach to landing I touched down the aircraft on speed & profile as a normal landing. The speed across the fence was 50' and at Ref. I touched down the aircraft at the 1000' mark in normal configuration to land. At touch down I lowered the nose wheel down to the ground and then applied T/R reverse deploy and braking action of steady brake pressure continuously. At this point I furthered increased T/R levers with no thrust Reversing being able to be obtained.

At nose wheel touch down I also transferred the yoke to the NF pilot. As the roll out phase of the landing, the braking / stopping ability was nil. I continued with increased max braking force, however I never was able to get any noticeable stopping control thru max braking or T/R deployment. I believe the T/R deployed be nothing more than that could be achieved.

I felt no Anti Skid pulsing or any noticeable normal stopping action from my inputs. As a result NS00 AG stopped off the end of Rwy 25 approx. 10-15 off the end of the pavement. After stopping and inspection of the Rwy 25, tie marks from NS00 AG indicated that no braking action from the Rt. main or outer left CV

main was achieved.

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6-20-13