

June 19, 2022 - Received call from Rostraver Airport Management at 1330 EDT in regards to an aircraft that ran off the runway and over the hillside. Airport Management relayed the N number as N1996G owned and operated by Caiolin Ertel. Airport Management stated she was uninjured. Requested that Airport Manager contact the Operations Center. Contacted FSDO Management to request further instructions on how to proceed. Contacted by Operations Center at 1346 EDT.

June 19, 2022 - Traveled to accident scene to assess damage @ 1530 EDT. Pilot stated that she was coming in for a normal landing when she realized she had no brakes. When she was unable to slow down, she proceeded to prepare for crash by retracting the flaps and turning off the engines and fuel. Pilot veered to the left as she neared the end of the runway and down a 20-foot embankment. Aircraft landing gear, nose assembly, wings, and propellers were found substantially damaged from the impact.

June 21, 2022 - Traveled to scene to take photographs and assess damage to aircraft. Discovered both master cylinders devoid of hydraulic fluid. No evidence of leaks at the master cylinders was noted. Removed brake linings from Left Hand Main Landing Gear. Pads were worn and slightly pitted, but still serviceable.

June 21, 2022 - Relayed photographs and accident assessment to NTSB Investigator Rayner via email. NTSB Accident Number ERA22LA272

June 22, 2022 - Requested maintenance records from aircraft owner. Owner provided electronic access to records via Planelogix website. Reviewed records for recent brake system repair / inspection / parts replacements. No recent braking system discrepancies were noted. The last major brake system repair was performed during the annual inspection on September 14, 2020.

June 23, 2022 - Discussed process to inspect aircraft with aircraft owner once it is extracted from the field.

June 24, 2022 - Traveled to Rostraver Airport to photograph Runway 26 and aircraft path over embankment. No skids marks were noted on the runway. Nose gear and main landing gear tires were inspected for burning tread. None noted. Requested copy of video depicting aircraft landing from Airport Manager. Airport Manager concurred, but stated that I would need to wait until his son returned to work to extract the video from their security system.

June 28, 2022 - Traveled to Rostraver Airport to assist in the recovery of the aircraft and subsequent inspection once aircraft was secured away from the original accident scene. Inspected right main landing gear and associated brake assemblies and brake lines that were covered by the right wing following the accident. Crane operator disconnected the brake line to the right caliper in order to facilitate the relocation of the aircraft. No hydraulic fluid emitted from the brake line once it was disconnected. Found hydraulic fluid seeping from weep holes on both sides of the aircraft belly. No fluid was found emitting from the brakes lines at the calipers or the master cylinders. Notified NTSB that flooring would need to be removed in the cockpit in order to determine point of failure. Received copy of surveillance video depicting the landing of N1996G. A review of the video revealed no issues attributed to the pilot's handling of the aircraft upon landing.

June 30, 2022 - Contacted NTSB Investigator Rayner to discuss issues relating to the safety of further inspection of N1996G while stored precariously a top of wooden pallets. NTSB requested that the Cessna Accident Investigator travel to Rostraver to assist in the further inspection of the aircraft braking system to determine exact point of failure.

July 5, 2022 - Mailed registration to owner in order that she may deregister the aircraft as required by CFR 47.41(b). July 13, 2022 - Completed FAA Form 8020.23.

July 12, 2022 - Met with Cessna Accident Representative at Rostraver Airport to remove cockpit flooring and nose gear access panel to determine point of failure of the braking system. Following the removal of the cockpit flooring, hydraulic fluid was found dispersed throughout and all over the flight controls, pulleys, and cables. Elbow PN RA4500C4AL attached to the brake line for the left master cylinder was found loose. Filler Caps installed the left and right master cylinders did not appear to be the same caps depicted in the Cessna CE-414 IPC. Additionally, a Google Image search of Brake Line Part Number S1167-4-0150 as depicted attached to the Left Master Cylinder in the IPC did not reflect the brake line that was found installed in N1996G. Notified the Cessna Accident Investigator to get clarification. A review of the aircraft maintenance records revealed replacement of the lines October 15, 2012 with Part Numbers 111417-4S0520, which does not correlate to the numbers depicted in the Cessna CE-414 IPC.

July 15, 2022 - Received accident package ATO Accident Package for N1996G. Reviewed package and attached to this record for future reference.