

GEORGIA *JET*

02 November 2020

We conducted the RNAV to 13 approach. The winds were reported at 110-4G18. Rain had pushed through the area prior to our arrival. The runway was wet and it appeared opaque with no standing water. Performance was computed for those conditions. I have pictures of environment after I secured the scene.

A Cirrus landed maybe 5 minutes behind us. We had the runway insight at 3 miles. We touched down on speed and on the aiming point markers. When applying brakes, I knew immediately we had a problem. I received zero feedback form the brakes, we turned anti-skid off last third of the runway. There was some side to side skidding at the end.

Afterwards the AP manager and I drove down full length of runway I could not find any skid marks except for the side to side skidding. 4 passengers were onboard with no injuries, they left the airport in their arranged transportation.



Wayne Raye



Lawrenceville, Georgia 30046

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02 November 2020

At approximately 1400L EST we flew N456FL on an RNAV Rey 13 approach at KFHB. AWOS was checked by me on instrument downwind calling winds at 110-120 at 4 knots gusting 18. Rain showers had passed over the field prior to arrival. TOLD calculations were within limits for a wet runway of 5100 feet long.

The approach was normal on autopilot and we had the runway in sight at approximately 3 miles and I cancelled IFR with Jax approach.

Captain went to idle power at 50' AGL and touched down on speed, centerline, and on aim point. I deployed speed brakes at approximately 97 knots.

The Captain applied brakes and then stated he was getting no braking feel. The aircraft was not decelerating normally. Selected anti-skid off to see if it would improve braking action with negative results. Captain gave a verbal warning for the passengers to hold on.

The Captain managed to scrub off some ground speed with side to side steering then straightened out as we departed the end of the runway.

Aircraft stopped approximately 150 feet past the runway in soft soil and grass. Engines were shut down and I immediately opened the cabin door and checked on passengers. None of the passengers were injured and all seemed calm considering we departed the rwy.

We detected no fuel fumes or leaks. Passengers and their luggage were transported to the FBO by airport personnel. Captain and I then started making phone calls and providing information to airport personnel and local law enforcement.


Mike Randall

 Lawrenceville, Georgia 30046




MEMORANDUM FOR RECORD

Todd Gunther
Air Safety Investigator
Eastern Region

Date: November 3, 2020
Subject: Information Provided by Ron Turner (Witness)
NTSB Case Number: ERA21LA036

According to Mr. Turner, He was flying his airplane around the time of the accident and landed shortly after the accident airplane.

He could see some weather coming through the airport area. There were three airplanes inbound and air traffic control vectored him due west for about 10-minutes.

As he was outbound on the vector, the visibility went down to about 1/2 mile and the wind shifted to 340° and increased to 20 to 30 knots with heavy rain.

He set up for runway 13, asked for delay vectors, and monitored the AWOS. He then flew the RNAV approach for runway 13.

When he landed, he could see a disabled airplane on the end of the runway. He then called Jacksonville Approach and advised them about what happened and noticed that the runway was extremely wet.



MEMORANDUM FOR RECORD

Todd Gunther
Air Safety Investigator
Eastern Region

Date: February 3, 2021
Subject: Information Provided by Kathleen Lagana (Passenger)
NTSB Case Number: ERA21LA036

According to Ms. Lagana, during the landing, they “hit the ground” and it felt like a push, like they were going up again. They started to slide then went off the runway into all this dirt.

She heard the pilot say he had no brakes. She could see the left wing dig into the dirt. Afterward she found out that the pilot had hit his head, and her husband had a scratch under his arm. It was very scary, and she thought they were going to flip over.