

PIC statement: Philip Sekora

DSS We recorded ATIS information Tango and, after reviewing the runway length required numbers as being sufficient for a wet runway 1 landing, we began the approach. We received a clearance to land and the Tower mentioned moderate rain at the field. We were experiencing light rain on the approach and the weather was moving in our direction—away from the field—from the northwest to southeast, so we had no concern for standing water. We both have landed in moderate and heavy rain in this aircraft type before with no braking degradation. With Brian (SIC) at the controls, we both saw the runway at 600 feet and Brian disengaged the autopilot at 400 feet. At 200 feet, he reduced power and adjusted for altitude and speed for a stabilized approach. Brian said later, the max speed during the entire approach was 130 knots.

Everything appeared normal at touchdown, which was very smooth. Brian mentioned later that he began braking with about half pressure and continued progressively to max braking, which is a normal accepted braking technique in the Phenom. Coincidentally, when he reached max braking, I said to him that we need to slow. At that same instant, he replied and indicated he had no braking and we had a major problem. He immediately applied emergency brakes with the same results. By then, we didn't have enough runway for a go around so we either had to stop (we were both hoping the brakes would come online, but we didn't even get an indication of anti-skid cycling from first application) or exit the runway as slowly as possible.

At this point, we felt it could be hydroplaning or a brake problem but in either case we were not stopping on the runway and focused on managing that problem. Brian began to steer to the right, then I intervened and said keep it straight. My reasoning was to stay in control and on the runway as long as we can. Later, Brian said he thought the flat area was a good place to take our chances. We exited the runway and traveled approximately 200 feet, then encountered a ditch and stopped.

We shutdown the aircraft and began to evacuate. We stopped and surveyed everything including ourselves and opted to stay with the aircraft and emergency response vehicles, since there wasn't a fuel spill or life threatening issues. DSS

-----END OF STATEMENT-----

9/21/2014

SIGNATURE/DATE

NTSB Statement:

The following statement is what occurred on Sept 19, 2014 at approximately 9:00am at KCXO. Capt. Sekora and I were preparing for a LPV approach to runway 1 after listening to information Tango. After setting up for the approach we were vectored in for the LPV approach. Upon touchdown I applied the brakes as normal. When the aircraft did not slow I pressed more firmly on the brakes. Capt. Sekora noticed the aircraft not slowing and assisted me on the brakes with no results. I then applied the emergency brake. This too had no results. We departed the end of the runway into a field and then a ditch. Once the aircraft came to a stop, I asked to see if Capt Sekora was injured. He was not and began to run the shutdown checklist. I proceeded to the cabin to open the door for crash and rescue personel.


James Brian Miller

9-20-2014

9-20-2014