

WE DEPARTED COBB COUNTY INTERNATIONAL AIRPORT AT 8PM LOCAL WITH AN IFR FLIGHT PLAN, UNDER VMC CONDITIONS. I WAS THE SIC AND NON-FLYING PILOT. THE FLIGHT WENT AS PLANNED WITH NO DEFECTS OR ABNORMALITIES. WE DECIDED TO UTILIZE THE ILS APPROACH INTO KECP DUE TO THE 'BLACK HOLE EFFECT'. UPON TOUCHDOWN AND DEPLOYMENT OF THE THRUST REVERSERS, POWER WAS ADVANCED. A HORN WENT OFF AND I TOLD THE CAPTAIN AND FLYING PILOT, "WE HAVE A HORN". THIS WAS LIKELY THE DISAGREEMENT HORN BETWEEN THE THRUST REVERSER LEVERS AND THE THRUST REVERSER EMERGENCY STOW SWITCHES. THE AIRCRAFT DID NOT SLOW DOWN. A FEW SECONDS LATER, THE CAPTAIN (FLYING PILOT) STATED "NO BRAKES". I APPLIED BRAKES ON MY SIDE OF THE PLANE BUT NOTED NO CHANGE. THE CAPTAIN THEN TRIED THE PARKING BRAKE LEVER AND ADVANCED IT TO EMERGENCY BRAKE WITH NO CHANGE IN AIRCRAFT SPEED. THE AIRCRAFT THEN DEPARTED THE END OF THE RUNWAY AND IMPACTED THE LOCALIZER ANTENNAE WHICH SEEMS TO HAVE SHUT THE ENGINES DOWN. IT THEN WENT INTO SOFT SAND AND SLID TO A STOP. I THEN GOT OUT OF THE FLIGHT DECK AND OPENED THE CABIN DOOR. I IMMEDIATELY TURNED AROUND TO HELP PASSENGERS OUT OF THE AIRCRAFT. THE CAPTAIN WAS THE LAST TO EXIT.