		NTSB ID: DFW05LA080		Aircraft Registration Number: N8098T	
		Occurrence Date: 03/07/2005		Most Critical Injury: Minor	
		Occurrence Type: Accident		Investigated By: NTSB	
<b>Location/Time</b>					
Nearest City/Place Shreveport	State LA	Zip Code 70360	Local Time 0830	Time Zone CST	
Airport Proximity: On Airport		Distance From Landing Facility: 0		Direction From Airport: 0	
<b>Aircraft Information Summary</b>					
Aircraft Manufacturer Aero Vodochody Aero. Works		Model/Series L-39C		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
<b>Narrative</b>					
Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:					
<p>On March 7, 2005, approximately 0830 central standard time, an Aero Vodochody L-39C experimental military jet trainer, N8098T, registered to and operated by the pilot, was substantially damaged during a runway overrun while landing on Runway 14 at the Shreveport Downtown Airport (DTN), near Shreveport, Louisiana. The airline transport pilot and passenger received minor injuries. Instrument meteorological conditions prevailed, and an instrument flight rules flight plan was filed for the 14 Code of Federal Regulations Part 91 personal flight. The 238-nautical mile cross-country flight originated from the Houma-Terrebonne Airport (HUM), near Houma, Louisiana, approximately 0730, and was destined for DTN.</p> <p>The 7,200-hour pilot reported in the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2) that during a non-precision instrument approach to runway 14, at an airspeed of 140 knots, "the airplane experienced a downdraft causing the airplane to sink to 500 feet" mean sea level (msl), however, the pilot corrected the altitude and leveled off at 700 feet msl. After descending to the minimum descent altitude of 600 feet msl, the pilot saw the runway environment and continued the approach. At this time he noted light rain showers in the area.</p> <p>The pilot stated that after selecting full flaps and verifying the landing gear was down and locked, he performed a "normal landing in the normal touchdown area of runway 14." During the landing roll, he noted that braking action was "poor" and "the runway seemed wavy." The pilot then applied maximum braking using the hand brake while moving the control stick forward "to depress the squat switch on the nose wheel for braking," however, braking action remained poor.</p> <p>The pilot added that due to the 10-second spool-up time from idle power to full power, a go-around was not an option, and he elected to pull the emergency brake handle to assist in stopping the airplane. Subsequently, at an airspeed of approximately 20 knots, the airplane exited the departure end of runway 14, rolled down a shallow hill, and came to rest in a nose low attitude near an airport service road.</p> <p>A witness located on the ramp area of the airport reported in a written statement that he observed the L-39 during the landing roll on runway 14 near the runway 23/5 intersection "traveling quite rapidly."</p> <p>Using the Landing Ground Roll calculation chart (Figure A7-3-TAB) within the operating handbook for the L-39, the pilot calculated that the required landing distance for the estimated landing weight and speed to be approximately 2,612 feet. The chart states that the following conditions must exist: Idle power setting, full flaps, and speed brakes retracted.</p> <p>The pilot stated in the NTSB Form 6120.1/2 under the Recommendation (How This Accident Could Have Been Prevented) section: "more conservative estimation of runway stopping distance on [a] wet runway and better airspeed control on short final after viewing the runway environment."</p>					
FACTUAL REPORT - AVIATION					
					Page 1

National Transportation Safety Board

## FACTUAL REPORT

AVIATION

NTSB ID: DFW05LA080

Occurrence Date: 03/07/2005

Occurrence Type: Accident


## Narrative (Continued)


Runway 14 is a 5,018-foot long and 150-foot wide asphalt runway. The airport manager reported the runway features slight upslope mid-length to assist in water draining. Examination of the runway by airport personnel shortly after the accident revealed no pooling of water; however, the surface of the runway was wet.

Examination of the airplane, by the pilot revealed the nose structure was crushed downwards and aft. The nose wheel landing gear was also collapsed and pushed aft.

At 0753, the automated surface observing system at DTN reported wind from 250 degrees at 3 knots, visibility 2 statute miles, rain, cloud condition overcast at 600 feet, temperature 15 degrees Celsius, dew point 13 degrees Celsius, and an altimeter setting 29.85 inches of Mercury.

At 0853, the automated surface observing system at DTN reported wind from 250 degrees at 4 knots, visibility 1 statute mile, rain, cloud condition broken at 400 feet, broken at 1,000 feet, and overcast at 1,700 feet, temperature 16 degrees Celsius, dew point 14 degrees Celsius, and an altimeter setting of 29.86 inches of Mercury.

 <b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b>		NTSB ID: DFW05LA080			
		Occurrence Date: 03/07/2005			
		Occurrence Type: Accident			
<b>Landing Facility/Approach Information</b>					
Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
Shreveport Downtown Airport	DTN	180 Ft. MSL	14	5018	150
Runway Surface Type: Asphalt					
Runway Surface Condition: Wet					
Type Instrument Approach: ILS-localizer Only					
VFR Approach/Landing: Full Stop					
<b>Aircraft Information</b>					
Aircraft Manufacturer		Model/Series		Serial Number	
Aero Vodochody Aero. Works		L-39C		430219	
Airworthiness Certificate(s): Experimental (Special)					
Landing Gear Type: Retractable - Tricycle					
Homebuilt Aircraft? No	Number of Seats: 2	Certified Max Gross Wt.	10340 LBS	Number of Engines: 1	
Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:		
Turbo Fan	AI	AT-25-TL	3750 LBS		
- Aircraft Inspection Information					
Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection	Airframe Total Time		
Continuous Airworthiness	12/01/2004	20 Hours	2320 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? No	ELT Operated? No	ELT Aided in Locating Accident Site? No			
<b>Owner/Operator Information</b>					
Registered Aircraft Owner		Street Address			
Darryl Christen		106 Krumbhaar Drive			
		City	State	Zip Code	
		Houma	LA	70360	
Operator of Aircraft		Street Address			
Same as Reg'd Aircraft Owner		Same as Reg'd Aircraft Owner			
		City	State	Zip Code	
Operator Does Business As:			Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Personal					

 <p><b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: DFW05LA080
	Occurrence Date: 03/07/2005
	Occurrence Type: Accident

**First Pilot Information**

Name On File	City On File	State On File	Date of Birth On File	Age 54
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Sex: M	Seat Occupied: Front	Principal Profession: Unknown	Certificate Number: On File
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Certificate(s): Airline Transport

Airplane Rating(s): Multi-engine Land; Single-engine Land; Single-engine Sea

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): Airplane Multi-engine; Airplane Single-engine; Instrument Airplane

Type Rating/Endorsement for Accident/Incident Aircraft? Yes	Current Biennial Flight Review? 10/17/2004
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Medical Cert.: Class 2	Medical Cert. Status: Valid Medical--w/ waivers/lim.	Date of Last Medical Exam: 06/01/2004
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	7200	155	4600	2350	1000	800	110	35		
Pilot In Command(PIC)	7000	145	4500	2200	950	750	85	10		
Instructor	4200	10	2500	1700	200	500				
Last 90 Days	85	5	25	50	15	30		5		
Last 30 Days	25	3	10	15	8	10		2		
Last 24 Hours	4	1	1	2						

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? No	Second Pilot? No
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**Flight Plan/Itinerary**

Type of Flight Plan Filed: IFR

Departure Point Houma	State LA	Airport Identifier HUM	Departure Time 0730	Time Zone CST
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Destination Same as Accident/Incident Location	State	Airport Identifier DTN	
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Type of Clearance: IFR

Type of Airspace:

**Weather Information**

Source of Briefing: Flight Service Station

Method of Briefing: Aircraft Radio

 <p><b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: DFW05LA080
	Occurrence Date: 03/07/2005
	Occurrence Type: Accident

**Weather Information**

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
DTN	0853	CST	180 Ft. MSL	0 NM	0 Deg. Mag.

Sky/Lowest Cloud Condition: Thin Broken 400 Ft. AGL Condition of Light: Day

Lowest Ceiling: Broken 400 Ft. AGL Visibility: 1 SM Altimeter: 29.86 "Hg

Temperature: 16 °C Dew Point: 14 °C Wind Direction: 230 Density Altitude: Ft.

Wind Speed: 4 Gusts: Weather Conditions at Accident Site: Instrument Conditions

Visibility (RVR): Ft. Visibility (RVV) SM Intensity of Precipitation: Light

Restrictions to Visibility: None


Type of Precipitation: Rain

**Accident Information**

Aircraft Damage: Aircraft Fire: Aircraft Explosion

Classification:

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot			1		1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers			1		1
- TOTAL ABOARD -			2		2
Other Ground					
- GRAND TOTAL -			2		2

 National Transportation Safety Board <b>FACTUAL REPORT</b> AVIATION	NTSB ID: DFW05LA080	
	Occurrence Date: 03/07/2005	
	Occurrence Type: Accident	

Administrative Information

Investigator-In-Charge (IIC)

Alexander Lemishko

Additional Persons Participating in This Accident/Incident Investigation:

Ted Adams  
Aviation Safety Inspector  
Federal Aviation Administration  
5615 Corporate Boulevard, Third Floor  
Baton Rouge, LA 70808