

National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 06/08/2005

DFW05LA080
File No. 17726 03/07/2005 Shreveport, LA Aircraft Reg No. N8098T Time (Local): 08:30 CST

Make/Model:	Aero Vodochody Aero. Works / L-39C	Fatal	0	Serious	0	Minor/None	1
Engine Make/Model:	AI / AT-25-TL	Crew	0				
Aircraft Damage:	Substantial	Pass	0				1
Number of Engines:	1						
Operating Certificate(s):	None						
Type of Flight Operation:	Personal						
Reg. Flight Conducted Under:	Part 91: General Aviation						

Last Depart. Point:	Houma, LA	Condition of Light:	Day
Destination:	Same as Accident/Incident Location	Weather Info Src:	Weather Observation Facility
Airport Proximity:	On Airport	Basic Weather:	Instrument Conditions
Airport Name:	Shreveport Downtown Airport	Lowest Ceiling:	400 Ft. AGL, Broken
Runway Identification:	14	Visibility:	1.00 SM
Runway Length/Width (Ft):	5018 / 150	Wind Dir/Speed:	230 / 004 Kts
Runway Surface:	Asphalt	Temperature (°C):	16
Runway Surface Condition:	Wet	Precip/Obscuration:	Rain / None

Pilot-in-Command	Age: 54	Flight Time (Hours)
Certificate(s)/Rating(s)		Total All Aircraft: 7200
Airline Transport; Multi-engine Land; Single-engine Land; Single-engine Sea		Last 90 Days: 85
Instrument Ratings		Total Make/Model: 155
Airplane		Total Instrument Time: 910

The 7,200-hour pilot reported that during landing roll, the airplane overran the departure of the 5,017-foot long runway. The airplane rolled down a shallow hill, and came to rest on a road. The nose gear was collapsed. The pilot stated that during the non-precision instrument approach at an airspeed of 140 knots, the airplane descended below the minimum descent altitude. After reestablishing the correct altitude, the pilot established visual contact with the runway environment and "performed a normal landing in the normal touchdown area." During the landing roll, on the wet runway, the pilot noted braking action was poor. Despite using the hand brake and emergency hand brake system, braking action remained poor. The pilot reported the accident could have been prevented by "more conservative estimation of runway stopping distance on (a) wet runway, and better airspeed control on short final after viewing the runway environment."

Brief of Accident (Continued)

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Shreveport, LA

Aircraft Reg No. N8098T

Time (Local): 08:30 CST

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings

1. (C) AIRSPEED - MISJUDGED - PILOT IN COMMAND
 2. (F) ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
 3. WEATHER CONDITION - RAIN
 4. (F) TERRAIN CONDITION - WET
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Occurrence #2: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

5. TERRAIN CONDITION - DROP-OFF/DESCENDING EMBANKMENT
6. TERRAIN CONDITION - MUDDY

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
The pilot's misjudgment of airspeed and his failure to abort the landing resulting in an overrun. A contributing factor was the wet runway.