

Statement of the runway excursion on Jan 2, 2024 at KHYI airport of Paul Kinzelman PIC

I did the normal preflight planning including the APG weight and balance and performance calculations, and filing. The forecast was 1900 and 10SM when we would arrive so I checked the weather and NOTAMs as well for KAUS and filed that as the alternate. I landed with about 2500 lbs of fuel.

Runway 13 is 5601 ft long. According to APG, a dry runway for the landing would require 2828 or factored 4708ft. APG says wet runway requires 115% which results in a requirement of 3641 ft or factored 5414, still less than the actual length of the runway.

Everything was ordinary at cruise, and I checked the weather on the Garmin 750 Nexrad several times enroute. At various times checking the METAR enroute, the ceiling was lowering, but the reported visibility remained at 10SM and no rain for the entire flight.

I got the ATIS as soon as I was able to receive it which was before start of descent and the wind was 100 at 13k. I listened again not long before the approach but the ATIS said the visibility was still 10SM and only light rain, and the ceiling was 1300 with wind at 060 at 8kts.

I briefed the ILS 13 approach before top of descent. Approach said they were doing RNAV approaches to the cross runway but I thought I heard some missed approaches being done, so I elected for the already planned precision approach, so I requested ILS 13 and was vectored.

The FO did the standard callouts, and we broke out about 500AGL and the visibility was poor. The FO called the REIL lights in sight, and then I saw the lights and then the runway.

I touched down, hit the brakes, and deployed the spoilers as normal. After I pushed on the brakes with the normal amount of pressure, the airplane showed no signs of deceleration as normal. I pushed on the brakes hard and still no deceleration. I yelled out "I've got no brakes". I decided we'd be safer going off the end of the runway into the grass instead of attempting a go-around too late to be successful. I was also concerned about the localizer antenna at the end of the runway, and veered off to the left to avoid damaging the antenna. As we went off the end of the runway, we sunk into a swamp about a foot and that slowed the plane rather quickly.

When the plane stopped, there was no indication of fire and there appeared to be no injuries, so I sat for a few seconds and then killed the engines and shut down the battery. We opened the door but it was raining and it seemed safe in the plane, so we just waited in the plane for rescue.

I didn't see standing water on the runway.

At the FBO I met Cassidy Berenato, the Airport manager, who said that months ago the runway had been resurfaced, and the runway had failed a friction test and the surface had to be reworked to be able to pass the test. She also mentioned that a Kingair had run off the end of the same runway recently.