

Your Name (First & Last) Sam Broussard

Email Address

Your Home Training Center (4 letter ICAO) KJVV

N Number N728A

Date of occurrence 03Aug21

Location of occurrence (Airport Identifier and location on airfield if appropriate or nearest Navaid) KJVV

Phase of Flight Landing

Flight conditions Day VMC

Event description.
Please provide as much detail as reasonably possible.

Flight left at 10:15 Eastern standard time for pattern work with full stop taxi backs. Weather was clear. VFR with calm winds from the north. AWOS reported winds calm. Wind sock favored runway 36. Our aircraft was switched shortly before our flight to N728A which a crew had just arrived in. The preflight inspection showed nothing wrong or unsafe at all however the fresh air fan was placarded INOP. Student began the day well and the conditions were good. Landings were consistently improving with only occasional deviations from center line. Nothing unsafe at all. Student was consistently applying proper smooth corrections to maintain centerline when necessary and landings were not hard or side loaded in anyway. On the 6th landing, at about 11:15, the student made an excellent approach to land but drifted slightly left of centerline. The plane touched down properly with power fully idle on the mains and I had my feet on the rudders to act as a back up should the student need it. This is a practice I employ for every landing when teaching new students to land. The student made a gentle and accurate correction back to the right to achieve centerline without applying brakes as the plane was still slowing down to a safe braking speed. The plane however continued drifting heavily to the right to the point where the student had to apply full left rudder to attempt to correct the plane's course but the plane continued right. I applied brakes with my student in attempt to stop the plane but it became clear the plane was going to exit the runway. The plane felt as though it had a flat tire which was my initial thought. I was able to shutdown the engine and the fuel, preventing any engine or prop damage. We continued to try to stop the plane until the plane struck a taxi light on the right side of the runway. The right main gear separated from the aircraft and we came to a rest in the grass just to the right of the

runway. Neither I nor my student was injured and we exited the aircraft promptly and safely.

Digital Signature

Sam Broussard

Today's Date

03Aug21

Your Name (First & Last)	William Gerard
Email Address	
N Number	N728A
Date of occurrence	03Aug21
Location of occurrence (Airport Identifier and location on airfield if appropriate or nearest Navaid)	KJVV
Phase of Flight	Landing
Flight conditions	Day VMC
Event description. Please provide as much detail as reasonably possible.	Flying TOL's on clear day with calm winds, visibility 10 miles, and clear below 12,000 ft. First four (4) landings were good with first three (3) slightly left of center line. Fourth landing was on center line and was continuing to work on keeping plane on center while landing. On fifth (5) landing, I came in from base to final and continued my decent to runway on good glide path to runway and touched down either at or just past the 1000 foot stripes. At time of touchdown, throttle was at idle. I landed slightly left of center line and made what I felt was light correction to the right with the rudder pedal. As I applied the brakes, the plane veered right and I attempted to correct the plane going right by applying left rudder pedal and continued to apply more pressure to the left rudder. The plane continued to go right no matter how much left rudder I applied. I had the left rudder completely depressed as the plane exited the runway to the right. As the plane came to a stop, CFI Broussard initiated emergency shut down procedures and we exited the plane with no injuries.
Digital Signature	William Gerard
Today's Date	03Aug21