



MEMORANDUM FOR RECORD

Heidi Kemner
Air Safety Investigator
Eastern Region Aviation

October 10, 2018

Subject: ERA18TA266
Who: Jeffery Davis – Pilot

In a telephone conversation Mr. Davis stated following:

- I always take airplane up after the annual has been completed and don't take anyone with me.
- I always take it up and fly it locally.
- This was the first flight after annual.
- I took it up and topped it off with fuel.
- The weather was 10 miles visibility, winds were no more than 5-6 knots, it was a beautiful day.
- I did some touch and goes, with no problem.
- I came in to do a second touch and go and the airplane actually pulled off to the left when I was braking.
- It ran off the runway on the left side and clipped a light with the wheel fairing.
- I taxied off the runway, stopped the airplane, and shut it down.
- I told the airport attendant at the time that I clipped the light
- He came out and we moved the airplane back and forth to check the brakes. They seemed fine.
- It was like the right brake wasn't working properly. When I braked it pulled left so it took me off to the left. I checked it and it seemed ok.
- I proceeded on to the end of the runway and I checked both the left and right brake multiple times. It all seemed ok.
- I did another touch and go and the brakes were fine.
- I took off and flew around 30-45 minutes, and came back.
- I was coming in to land and there was a left crosswind. It was direct crosswind. Quartering a little bit to the tail.

- I was landing on 25, but it was uphill a little bit.
- I've done this 1000 times before, so it was no issue.
- I was lined up to land, and then I can't remember what happened when I touched down and then I was at the end of the runway.
- Then I knew I didn't have enough room to stop and I went into the grass.
- The airplane went off the runway about 150 ft I think.
- Did I try to stop it? I know I didn't try to go around and I had the throttle pulled all the way back.
- If I tried to go around I might have gotten a little air but I would have crashed further down and then put the airplane in with more airspeed.
- The emergency equipment went down and retrieved the airplane.
- It wasn't like it was going to be another touch and go and I waited too long to takeoff.
- On my full stop, I do land further down the runway since my hangar is down the other end of the field.
- I can stop in 1000 feet with no problem.
- I can't for the life of me understand why I don't remember from the time I touched down to the time I saw the end of the runway
- It seems like I lost that time, I just don't remember, I just don't know
- I can remember being lined up and everything looked good, I had the throttle pulled back, I had 1 notch of flaps put in because of the crosswind.
- I just don't know how I got that far down the runway
- I never land that far down the runway
- I have over 1000 hours.
- The first I noticed I was clear at the end of the runway, I was centered as well.
- I was so surprised that I was at the end of the runway going that fast
- I knew I was going too fast to get stopped.
- I was probably doing about 40 to 50 knots.
- There was a guy there who ran toward the airplane that witnessed it.
- The FAA gentlemen looked at the brakes, they pressed the brakes and the caliper moved on both brakes.
- What I remember is that there wasn't enough time to do anything. Why didn't I remember anything before that. It's almost like I blacked out or something and I don't have any health issues. I'm on the basic medical, and I'm not on any medications
- If it would have been the brakes, then I think I would've known I was trying to get stopped.
- I don't recall trying to get stopped and the brakes weren't working.