

Brian Keith Coulliette
[REDACTED]

December 25, 2018

Marshall S. Bogan
Flight Standards District Office
[REDACTED]
West Columbia, SC 29170

RE: Letter of Investigation
N909CA

Dear Mr. Bogan,

I am in receipt of your letter dated December 18, 2018 & received December 21, 2018.

On November 28, 2018 I departed KDQH at 0905am and landed at destination airport KUZA at 1025am.

Landed on Rwy 02 & touched down on centerline, as airplane began to slow & loose rudder effectiveness I asked the passenger/owner to work his feet up to the brake pedals & begin to apply brakes. The airplane began to move right of centerline & insufficient differential brake application was applied & the plane swerved left of centerline. Right brake/rudder was applied and the plane swerved right & exited the runway into the grass & impacted the ditch. As the airplane began to exit the runway I was holding full left rudder & brake pressure with no effect.

I was wearing a support boot on my right foot for protection due to a previous fractured bone in my foot. I was prescribed to wear a support in my shoe but wore the boot for extra protection. I had the ability to fully manipulate both rudder controls, but the boot prevented me from being able to apply full right brake pressure.

The passenger/owner is a former pilot & has soloed 3 different airplanes..

If you have any questions, please contact me.

Sincerely,

Brian Coulliette