



# Aviation Investigation Final Report

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<b>Location:</b>	Lafayette, Louisiana	<b>Accident Number:</b>	CEN19LA108
<b>Date &amp; Time:</b>	March 23, 2019, 16:06 Local	<b>Registration:</b>	N2744Q
<b>Aircraft:</b>	Cessna A185	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot, who was the owner of the airplane, stated that the flight was uneventful and that the touchdown and rollout was "smooth" until he began to turn the airplane off the runway onto the taxiway. At that time, the right brake "grabbed very hard" and the airplane ground looped, resulting in substantial damage to the left aileron and left wing structure.

Postaccident examination of the brakes revealed no mechanical malfunctions or anomalies that would have precluded normal operation. The circumstances of the accident are consistent with the pilot's failure to maintain directional control during the landing roll.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to maintain directional control during the landing roll.

## Findings

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**Personnel issues**

Aircraft control - Pilot

**Aircraft**

Directional control - Not attained/maintained

## Factual Information

### History of Flight

<b>Taxi-from runway</b>	Loss of control on ground (Defining event)
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On March 23, 2019, about 1730 central daylight time, a Cessna 185 airplane, N2744Q, was substantially damaged when it was involved in an accident near Lafayette, Louisiana. The pilot and pilot-rated passenger were not injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The pilot, who was the owner of the airplane, reported that the flight was uneventful and that the touchdown and rollout was "smooth" until he began to turn the airplane off the runway onto the taxiway.

At that time, the right brake "grabbed very hard" and the airplane ground looped, resulting in substantial damage to the left aileron and left wing structure.

Postaccident examination of the brakes revealed no mechanical malfunctions or anomalies that would have precluded normal operation.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	72, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	November 17, 2018
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	November 17, 2018
<b>Flight Time:</b>	(Estimated) 8962 hours (Total, all aircraft), 250 hours (Total, this make and model), 8600 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

## Co-pilot Information

<b>Certificate:</b>		<b>Age:</b>	Male
<b>Airplane Rating(s):</b>		<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>		<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N2744Q
<b>Model/Series:</b>	A185 F	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1978	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18503528
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	October 18, 2018 Annual	<b>Certified Max Gross Wt.:</b>	3350 lbs
<b>Time Since Last Inspection:</b>	0.4 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3353.7 Hrs at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	C91A installed, not activated	<b>Engine Model/Series:</b>	IO-520-D-90B
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	LFT	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 4500 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 6000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.07 inches Hg	<b>Temperature/Dew Point:</b>	31°C / 22°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Baton Rouge, LA (BTR)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Lafayette, LA (LFT)	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class C

## Airport Information

<b>Airport:</b>	LAFAYETTE RGNL/PAUL FOURNET FIELD LFT	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	41 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	22L	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	8000 ft / 150 ft	<b>VFR Approach/Landing:</b>	Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	30.24047,-91.989685(est)

## Administrative Information

**Investigator In Charge (IIC):** Liedler, Courtney

**Additional Participating Persons:**

**Original Publish Date:** October 15, 2021

**Last Revision Date:**

**Investigation Class:** [Class 3](#)

**Note:** The NTSB did not travel to the scene of this accident.

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=99183>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).