



Aviation Investigation Final Report

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

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

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Taxi-from runway	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

Certificate:	Commercial	Age:	72,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	November 17, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 17, 2018
Flight Time:	(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

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

Aircraft and Owner/Operator Information

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

Meteorological Information and Flight Plan

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

Airport Information

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

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): Liedler, Courtney

Additional Participating Persons:

Original Publish Date: October 15, 2021

Investigation Class: 3

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

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

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).