



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Labelle, Florida	Accident Number:	ERA23LA134
Date & Time:	February 28, 2023, 11:11 Local	Registration:	N397ME
Aircraft:	Cessna 182S	Aircraft Damage:	Substantial
Defining Event:	Sys/Comp malf/fail (non-power)	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During a checkout flight with a flight instructor to meet flying club currency rules, the pilot flew to a nearby airport. Upon arrival at the airport they practiced landings. Immediately after the fifth landing, during the roll out, the airplane turned abruptly to the right, exited the runway onto the grass area between the runway and taxiway, and impacted a drainage ditch. The airplane's fuselage and right wing were substantially damaged.

Postaccident examination of the airplane's wheels and braking system revealed that the right main wheel would not rotate on its axle. When pressure was applied to the top of the pilot's side right rudder pedal, the actuator rod for the master cylinder would stick in the retracted position and would not automatically extend when the rudder pedal was released. Additionally, a gurgling sound (which indicated that air was in the system) could be heard during actuation. Further examination of the brake system revealed that the right brake assembly was not functional, displayed evidence of overheating, and was leaking fluid from around the upper piston, which was stuck in the extended position. The lower piston was also partially extended and was covered with brake fluid. The pressure plate would not move, and the anchor bolts that the pressure plate slid on displayed evidence of corrosion. Additionally, both piston O-rings appeared flat and did not stand proud from the sides of the pistons, the brake linings displayed higher than normal wear, and the brake disc displayed grooving. Based on this information, it is likely that the airplane's right brake malfunctioned during the landing, which resulted in the loss of directional control during landing.

Probable Cause and Findings

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

A malfunction of the airplane's right main wheel brake, which resulted in a loss of control and runway excursion during landing.

Findings

Aircraft	Brake - Malfunction
Aircraft	Directional control - Attain/maintain not possible

Factual Information

History of Flight

Landing-landing roll	Sys/Comp malf/fail (non-power) (Defining event)
Landing-landing roll	Runway excursion

Pilot Information

Certificate:	Private	Age:	73,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed	Last FAA Medical Exam:	October 4, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 2, 2022
Flight Time:	(Estimated) 633 hours (Total, all aircraft), 377 hours (Total, this make and model), 593 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Flight instructor Information

Certificate:	Airline transport; Flight instructor	Age:	81,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):	None	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	January 31, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 29, 2022
Flight Time:	(Estimated) 5625 hours (Total, all aircraft), 88 hours (Total, this make and model), 3492 hours (Pilot In Command, all aircraft), 33 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N397ME
Model/Series:	182S	Aircraft Category:	Airplane
Year of Manufacture:	2000	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18280876
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	January 5, 2023 100 hour	Certified Max Gross Wt.:	3110 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4377.5 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-540-AB1A5
Registered Owner:	CUB CLUB INC	Rated Power:	230 Horsepower
Operator:	CUB CLUB INC	Operating Certificate(s) Held:	None
Operator Does Business As:	Fort Myers Flying Club	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KIMM, 37 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	11:15 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear	Visibility	9 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.05 inches Hg	Temperature/Dew Point:	32°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fort Myers, FL (FMY)	Type of Flight Plan Filed:	VFR
Destination:	LaBelle, FL (X14)	Type of Clearance:	VFR
Departure Time:	10:29 Local	Type of Airspace:	Class G

Airport Information

Airport:	La Belle Municipal Airport X14	Runway Surface Type:	Asphalt
Airport Elevation:	20 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	5254 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	26.740583,-81.428278(est)

Administrative Information

Investigator In Charge (IIC):	Gunther, Todd
Additional Participating Persons:	Justin D. Hagen; FAA / FSDO; Miramar, FL
Original Publish Date:	June 15, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=106814

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](#).