

N2744Q

GARRY AND I TOOK A FLIGHT FROM BATON ROUGE IN N2744Q ON FRIDAY MARCH 22, LEAVING ABOUT 5 PM. IT WAS TO BE AN OUT AND BACK BTR - LRT - BTR WITH A VISIT TO HIS SON IN LAFAYETTE. THE WEATHER WAS CLEAR. I WAS PILOTING FROM LEFT SEAT, AND GARRY WAS IN THE RIGHT SEAT. TAXING ON THE RAMP WAS NORMAL AND RUN UP AND TAKE OFF UNEVENTFUL. WE DID HAVE TO REMOVE BIRD NESTS DURING PREFLIGHT.

TAKEOFF WAS FROM RW31, AND CLIMB TO 4500 FT, AND FLIGHT WAS UNEVENTFUL WITH SWITCH TO LAFAYETTE APPROACH ABOUT 30 MILES, NORMAL DESCENT, AND CLEARANCE TO LAND 22L BY LAFAYETTE TOWER. GARRY DID NOT PARTICIPATE IN FLYING THE AIRCRAFT UNTIL ABOUT 2 MILES FROM TOUCHDOWN. HE ASKED FOR CONTROL, SLOWED THE AIRCRAFT FROM 100 KNOTS TO 60 KNOTS AND FLAPS. HE TRIMMED FOR LANDING AND DEMONSTRATED THE YOKE CONTROLS REQUIRED NO BACK PRESSURE WHEN FULLY TRIMMED, AND THE NOSE ATTITUDE REMAINED CONSTANT.

THE APPROACH CONTINUED TO A VERY SMOOTH LANDING, NO BOUNCE, NO DIRECTIONAL DEVIATION, AND LANDING ON CENTERLINE. TOUCHDOWN AND ROLL OUT WAS SMOOTH. AFTER ENTERING THE RIGHT TURN TO THE TAXIWAY, JUST EXITING THE RUNWAY, THE AIRCRAFT MADE A HARD, UNEXPECTED RIGHT TURN TOUCHING THE LEFT WING TO THE PAVEMENT. GARRY SAID THE RIGHT BRAKE LOCKED OR GRABBED. HE THEN TAXIED THE AIRCRAFT TO PARKING, SHUT DOWN, AND OBTAINED A RENTAL CAR. AFTER A VISIT WITH HIS SON WE RETURNED TO BATON ROUGE BY VEHICLE. I WAS NOT INSURED. GARRY WAS NOT INSURED. THE EVENT WAS RELATIVELY SLOW SPEED AND THE PLANE STOPPED NEAR WHERE THE LEFT WING TOUCHED BUT AT 180 DEGREES

ATTORNEY CHARLES P. RICHIE

CERTIFICATE NO [REDACTED]

3/24/19

STATEMENT GARRY LEWIS - Capt.

Friday
March 22 I own Cessna 185, N2744Q, based in Baton Rouge. About 430 PM I met friend and fellow aviator, Mr. Richie Truong for a VFR round trip to LFT. The aircraft flies very seldom, is kept on the ramp at BTR, and all annuals are up to date. Preflight was normal, pulling fresh bird nests from engines by removing cooling. Richie was pilot for the flight and took the left seat and I was passenger, not intending to participate in flying. Richie did a short taxi on ramp and brakes worked ok at low speeds. Take off @ 5 PM was normal, and flight at 4,500 was normal. Approach handed off to tower who gave clearance to land about 4 miles and 2,000 FT. About 2 miles straight in for 22 left, and 100 KTS, I for first time took aircraft control and slowed to 60 knots and trimming for slow flight. The approach was normal and steady @ 60-62 KTS with little wind. Touchdown was smooth with smooth rollout. At turn off onto taxiway, and connecting to center of taxiway the right brake grabbed very hard and from a entering heading of about $180^{\circ}30'$ the grabbing brake immediately caused the aircraft to hard turn and tuckel the left wing to ground with a close to 180° turn at taxi entrance on right side of runway. Tower asked if assistance needed. I declined and was given clearance, taxi to ramp and shut down. No one was hurt with no significant damage initially noted and no maintenance repair other than left wing tip. I had asked my normal mechanic to inspect right brake and left wing tip and repair as necessary. Low fuel level sloshing may have contributed to the brake grabbing.

March 23, 2019