



SUMMARY OF FINDINGS

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NTSB Accident Number: CEN14LA279 – N30537 Cessna 177A at Saulk Center, MN

Immediate on-scene photos of the inverted wreckage of N30537 showed the flaps were fully extended, but the electrically actuated flap selector switch was found in the UP position.

Witness Mr. John Ricard reported he is a pilot and a certificated A & P mechanic. He observed the Cessna 177A airplane as it came in for a landing on runway 32. He then watched as the airplane did a go-around and immediately entered a steep nose-up climb with full flaps.

Mr. Ricard reported that he diverted his attention from the airplane after the pilot lowered the nose slightly and he did not witness the crash. When Mr. Ricard heard the engine sounds cease, he and several other persons quickly responded to the accident scene.

Federal Aviation Administration (FAA) Inspector Kevin Morris reported that he interviewed the pilot, Mr. Glenn Weibel on June 6, 2014. Following are his notes on that interview:

Mr. Weibel stated that he was the Pilot in Command of N30537 when it was involved in an accident while attempting to land at the Sauk Centre Airport (D39), Sauk Centre, Minnesota.

Mr. Weibel and a non-pilot passenger departed Winsted, Minnesota (10D) around 8:45 am on June 6, 2014, and he checked the weather prior to departure.

Mr. Weibel said he checked the weather three times and noted that the weather looked good with clear skies and 10 miles visibilities near Glenwood, Minnesota. Mr. Weibel estimated that he had about 38 gallons of fuel on board for the 35 minute flight to D39.

Mr. Weibel said he completed the preflight and started the engine, noting nothing unusual about the aircraft or the engine. He taxied the aircraft to the turf runway at 10D and completed his engine run-up, checking the carburetor heat and magnetos.

According to Mr. Weibel, everything operated normally. He departed 10D using a soft field takeoff and flew on a direct course to D39, using pilotage for navigation.

Mr. Weibel climbed up to his cruising altitude of 4,500 feet mean sea level. The enroute portion of the flight was uneventful.

About three miles from D39, Mr. Weibel listened to the CTAF radio frequency for traffic. During his arrival, he noted that from the lakes in the area, the wind appeared to be out of the northwest and he decided to land on Runway 32.

Mr. Weibel said it was a normal approach and that on touchdown; the aircraft bounced and then bounced a second time. He thought the airplane was going to come down on its nose wheel on the third bounce so he decided to go-around.

Mr. Weibel stated he pushed the carburetor heat in, raised the flaps, and applied full power. He doesn't remember his speed exactly, but estimates he was flying about 65 mph. On the initial climb out, everything was normal.

The aircraft then started a left turn. It continued the uncommanded turn further to left and began a slight descent.

Mr. Weibel said it felt like he couldn't get the aircraft to go straight.

Mr. Weibel said that during that time he was pressing on the right rudder in an attempt to correct the left turn. He also stated he pulled the yoke back as far as he could and the aircraft continued to descend.

He had full throttle in the entire time and felt like the engine was developing power.

Mr. Weibel does not remember hearing any stall warnings. The aircraft came down on its nose and bounced up.

It then hit again on its nose and flipped onto its back, coming to rest upside down.

After shutting off the ignition and master switch, both occupants exited the airplane.

FAA Inspector Kevin Morris and Inspector David Nelson examined the wreckage of N30537 on June 17, 2014, after it had been moved from the accident scene to a nearby hangar. Their examination showed:

- Flight control mechanical continuity was confirmed with no issues noted.
- Flaps were noted to be in full extended position and appeared symmetrical.
- Flaps were then electrically operated several times with no issues noted.
- All four top spark plugs were removed and examined. They were in good condition with no unusual indications.
- Engine and engine accessories appeared to be intact.
- Oil quantity in engine appeared to be about 6 quarts and appeared clean.
- No obvious engine issues were noted.
- The leading edges of both propeller blades showed evidence of rotation on impact with several large nicks consistent with being driven upon impact with the ground.
- There was impact damage to the propeller and spinner.
- The impacts resulted in “sudden stoppage” damage to the engine.
- There was substantial damage to the nose gear attach fitting, firewall, fuselage, vertical stabilizer, rudder, and both wings.

The postaccident examination of the airframe and engine revealed no evidence of mechanical malfunctions or failures that would have precluded normal operation.

ADDITIONAL INFORMATION:

The cockpit checklist and Pilot Operating Handbook for the Cessna 177A states that:

“In a bailed landing (go-around) climb, apply full throttle smoothly, remove carburetor heat, and reduce wing flaps promptly to 20 degrees”.

“Upon reaching an airspeed of approximately 75 MPH, flaps should be slowly retracted to the full up position. If obstacles are immediately ahead during the go-around, the wing flaps should be left at 20 degrees until obstacles are cleared”

(end)