



Memorandum for Record

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National Transportation Safety Board
Office of Aviation Safety – Western Pacific Region

NTSB Accident Number:
Aircraft Registration & Make/Model: N117CW, Cessna 177
Accident Location: Placerville, CA.
Accident Date: July 30, 2019

John Tyler
Pilot, N117CW

In a phone interview conducted about 1700 on July 30, 2019. Mr. Tyler said that he did not own the airplane and this was the second time he had flown a Cessna 177. He had wanted to go out and do some landings. He said that he came down, bounced a couple of times and then tried to do a go-around, but “it didn’t feel like it wanted to go”. He said that he pushed in the carb heat. When asked if the bouncing was porpoising, he stated yes. He said that he did not recall getting out of the airplane.

When asked more direct questions Mr. Tyler provided additional information. He said there were no issues on the takeoff. He said that it wasn’t that hot in the morning. When asked if anything mechanical could have occurred, he said that he did not now. He said that he got his private certificate in 1980. He said he flew helicopters in the National Guard and usually flies a Cessna 172, but it was sold, and the previous owner bought the Cessna 177.

He said that his approach speed was 80 knots. When he landed, he said he had his flaps at about $\frac{3}{4}$, not all the way down, but was not sure why he chose that setting. When asked about the steps he took for the go-around, he said that he added full power, turned the carb heat off. He initially left the flaps out but brought them in when he thought he was climbing. He could not recall the airspeed when he brought up the flaps.

Don Cochran [REDACTED]

He said he was about 100 ft away from where the accident happened. He was mowing the grass on the airport and usually tries to stay oriented with traffic that is incoming. He had just mowed the area where the accident happened about 15 minutes before the accident. He had finished and went to the other side of runway. He was facing that direction and he saw the airplane out in the dirt on the left side of the runway. He saw the airplane bounce in the dirt two or maybe three times. Didn't see how he got out in the dirt. He said the bounces were long and possibly included a prop strike. He thought that the pilot was porpoising. He said that the pilot was full bore, meaning that he had the maximum power applied. He said his angle of attack was so high, there was no way it was going to fly. It was full power and looked like full aft yoke. He believes it stalled and as it stalled, one of the wing tips hit the ground. Part of the wing was left on top of the berm. He said it then "cartwheeled kind of flat". The airplane then went down the drainage ditch about 25 ft below the runway. He thought the bushes probably softened the impact. He said that he went over immediately and watched the pilot coming up from the bank. He had taken the time to grab his flight bag. Another employee put him in a pickup truck and drove him to the office. He did not hear the pilot say anything. The employee asked him if he was OK and he didn't have a lot to say. He said that he went over to where the ground contact occurred and observed strike marks that were not from the tractor that had just mowed the area.

Matt Mergen is the airport manager: [REDACTED]. He walked the scene and may have photos showing a prop strike before the go-around attempt. He observed there was fuel spilling out of the airplane. An FAA gentleman was there. The airplane was released to be recovered to Air Transport, Phoenix, AZ.

Robert "Bob" Wesner [REDACTED]

Witness / Retired FAA

Had landed and pulled up to a fuel pump and turned and saw the airplane taxiing from right to left to runway 23. Tail dragging, looked like it was heavy and maybe an aft CG. He heard the engine going full bore for takeoff. It sounded like the engine wasn't right. He said it was just wollering. Then he went off the left side of the runway going through the dirt. Looked like he was trying to takeoff and get back on the runway at the same time. After takeoff, the nose was sticking up in the air. He said the airplane wallered all the way down. It shot off to the left and he lost sight of him. He went behind a float plane. He didn't see the impact. It was hot out there. He stayed at his airplane. He was totally out of control and was trying to force the airplane into doing something it didn't want to do. They walked the pilot into the office and the pilot. The FAA guy said, "That thing was not going to fly" The pilot didn't say anything. Wondering if it was high hot and heavy. Temp was in the 80's. The NTSB rep explained to the witness that the pilot said that he was landing and that he started bouncing down the runway, went off the runway and was in the process of doing a go-around. The witness thinks he may have seen a different airplane taxi past his, but most defiantly saw the accident airplane and stated he was out of control the entire time.