



NTSB RECORD OF CONVERSATION

Lynn Spencer
Air Safety Investigator
Eastern Region, Office of Aviation Safety (AS-ERA)
National Transportation Safety Board

Date: 7/31/2020, 1:13 p.m.
Person Interviewed: Mr. John Brownell, student pilot
NTSB Accident Number: ERA20CA263

The following is a summary of a conversation that occurred with the above-named individual:

- Mr. Brownell stated that he has thought many times about what happened on his flight.
- There is a hill on the west side of the runway (RWY 9), and instead of using the runway for a visual, he pays more attention to the hill because he doesn't want to be close to the treetops.
- He stated that he hadn't flown in a while and was trying to get in some practice, VFR.
- As he thinks back, his approach was too high and too fast.
- He stated that he came in too steep. He was about 75 KIAS approaching the runway, rather than 65.
- Although in his written statement he said that he stalled about 10 feet above the runway, he stated that he no longer believes that this is what happened. He said he had too much momentum after the second bounce to have stalled.
- He doesn't recall holding the flare very long, and the airplane bounced twice. He does not recall releasing any back pressure.
- Given the energy he had, he believes that he attempted to flare, but he was too fast and too steep and flared too late.
- He stated that there were no preimpact anomalies or malfunctions with the airplane. "Nothing was wrong with it."

July 6, 2020

Box Aviation
4521 Selma Highway
Montgomery Alabama 36108

Re: Incident Report / Damage to N173ME

To Whom it May Concern,

In accordance with 49 CFR Subpart D Section 830.15, as PIC, I am writing this letter to serve a report of an incident which resulted in damage to Cessna 172SP, N173ME.

On July 5, 2020 I scheduled a solo rental from 10:30 to 12:30 for the above referenced aircraft. After preflighting, checking ATIS, MGM Ground and MGM Tower, I departed for full stop landing practice at Prattville Airport 1A9.

At approximately 11:15am after checking the AWOS at Prattville, I determined runway 09 to be the best choice as winds were 6kts out of 100deg. As I entered the pattern by crossing midfield and making a direct entry onto the left downwind leg for Runway 09, I began to make my power and flap adjustments as required. I now feel that I allowed the hill west of the runway to interfere with my visual and spacial awareness and began my final approach too high and eventually too steep. As I approached the runway, I made a series of pitch and power adjustments to try to offset the effects of my previous error in judgement which further compounded the problem and caused the airplane to stall well above the runway. This caused a hard landing and bounce onto the runway and caused a second, nose down bounce. I immediately added full throttle applied back pressure to the yoke, raised flaps and flew out on runway heading. I then came around and made a successful and much smoother landing on the second attempt.

I was still a little rattled from my first landing so I decided to head back to MGM and call it a day. I landed the plane back at MGM at approximately 12:15pm after I made one go-around. I then taxied back to the west ramp, called my instructor and went home. I did not make any inspections to the airplane upon returning to Box Aviation.

If there are any other questions or concerns, I can be reached by phone at [REDACTED] or email at [REDACTED]

Sincerely,

Johnny Brownell