



RECORD OF CONVERSATION

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Date: 6/12/2018
Person Contacted: Doug Zook (pilot)
NTSB Accident Number: CEN17LA185

Narrative:

Mr. Zook confirmed that he was the pilot of N9306 that was involved in an overrun accident in Granby, Colorado. He said that he had recently purchased the airplane and had flown it from Daytona, Florida to Granby over the past 2 days, during which time he was with an instructor and received a biennial flight review. He said that on this day they left Woodward, Oklahoma, flew to Centennial airport in Colorado, where he dropped off the flight instructor, and then he continued to Granby, CO, alone in the airplane. He said that the landing in Granby was his first in a solo capacity in the accident airplane. When asked what happened, he said that when he touched down, the airplane bounced a little. He said it wasn't a bad landing, but he thought he could do better and decided to add power, go-around and try another landing. When he advanced the throttle, the engine quit completely but the propeller was windmilling. He surmised that it quit because of the high altitude and the full rich mixture so he pulled the mixture control back a little thinking that the engine would re-start. When it didn't he tried to apply brakes and stop the airplane on the runway, but it went off the end. He stated that he knew he would be operating the airplane from high altitude airports and that Granby was over 8000 feet in elevation. He said that because of this, he had asked his instructor about whether he should leave the mixture leaned during landing approach. He said that the instructor said not to and to do as the airplane manual said and apply full rich mixture during landing approach. He said that he believed, and had talked to others who believed, that what happened during his accident was that by having the mixture at full rich during the approach caused too much fuel due to the high altitude for the engine to handle during the application of throttle during the go-around. He believes that the engine should be left somewhat leaned during approach to prevent this. When asked if there were any mechanical problems with the airplane he said he could not say, but he said he was present and assisted the FAA inspector that looked at the airplane after the accident. He said that he operated the engine controls from within the cockpit as the FAA inspector looked in the engine compartment and that the FAA inspector mentioned finding something. He provided estimates of his flight experience as 1000 TT and 14 M&M.

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