



RECORD OF CONVERSATION

Timothy N. Sorensen
Aviation Accident Investigator
Central Region

Date: March 11, 2022
Person Contacted: David Garner, Flight Instructor
NTSB Accident Number: CEN22LA137 – Englewood, Colorado

Narrative:

Mr. Garner reported that the accident occurred during the final leg of a flight from Florida to Colorado. There were two intermediate fuel stops. As the flight approached Centennial Airport, they were vectored for the ILS runway 35R approach and intercepted the localizer about 18 miles from the airport. About halfway along final approach, the tower asked if they would sidestep to runway 35L, and they accepted. About 500 ft agl and on the glideslope, the pilot began a transition to the left runway. The approach thresholds were not aligned and the glidepath needed to be extended. Partial engine power (approximately 20" manifold pressure) was required to maintain the glide slope.

As the airplane continued to descend, Mr. Garner mentioned to the pilot that the airplane was getting low. The pilot responded that he was not getting any power from the engine. Mr. Garner observed that the throttle was full forward with no obvious increase in airplane performance. He noted that there were no indications that the engine had lost power – no vibration, coughing, or sputtering. He selected the left fuel tank and activated the fuel boost pump. Each fuel tank was about half full. They departed on the left fuel tank and switched to the right fuel tank en route.

At that time, the airplane was 300 – 400 ft agl and configured for landing – landing gear and wing flaps extended. It was clear that they were not going to be able to glide to the runway. Mr. Garner maneuvered the airplane toward a highway median area to avoid some vehicles. That worked out well and he was able to get the airplane stopped. They exited that airplane with minor injuries. Efforts to extinguish the post-impact fire with the sole extinguisher onboard and with a second extinguisher from a passing motorist were not successful.

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