



NTSB RECORD OF CONVERSATION

Kate Benhoff
Air Safety Investigator
General Aviation Accident Investigation Division, AS-20

Date: November 13, 2018
Person Contacted: Seidu Nebic (Pilot)
NTSB Accident Number: GAA19CA050

The following is a summary of a telephone conversation with the above mentioned:

The pilot reported that, during approach, the approach speed is about 70-75 knots, but his airspeed was 60 knots because he was performing a short and soft field landing. During the landing flare, after pulling the throttle to idle, he heard the engine increase and he did not settle on the grass. He noticed that the airspeed increased and reported that idle power setting was about 1000-1200 RPM. The airplane continued floating and he decided to perform a go around. While still airborne, he retracted the flaps from full to 15 degrees and as he was about to add power, the airplane touched down about 1000 ft from the beginning of the runway. He was going to continue the go around but realized there was not enough runway to clear power lines at the end of the runway. He attempted to brake hard, but was unable to stop on the grass, so he shut off the fuel pump and closed the mixture. The engine continued to produce power and the airplane continued to move. He applied hard brake pressure and pulled back on the control yoke. The airplane slid off the runway next to a highway. The pilot reported that when he came to a full stop, the engine and propeller had stopped.

He added that before the flight, the owner wanted a mechanic to look at it “deeply” but did not mention any specific mechanical issues with the airplane. The pilot requested logbooks and saw everything was legal. During preflight, he did not notice anything abnormal. He added that during the initial taxi, the airplane pulled more power than usual, but that he observed no issues with the brakes.

The pilot reported that there were no flight control issues with the airplane, but that the engine was malfunctioning and should be examined.