



## RECORD OF CONVERSATION

Pilot Statement

**Lynn Spencer**  
**Air Safety Investigator**  
**Eastern Region Aviation**

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Date: April 6, 2022  
Person Contacted: Zachary Guthrie (Pilot)  
Contact # [REDACTED]  
NTSB Accident Number: ERA22LA179

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### **Narrative:**

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

Mr. Zachary Guthrie was contacted by phone on April 6, 2022, at 1312 EDT. He was called at [REDACTED] and provided an email address of [REDACTED]

Mr. Zachary stated that he received several stitches and is otherwise uninjured, and very fortunate. He explained that there were no preaccident malfunctions or anomalies with the airplane. He was on an instrument flight (IFR) plan at 17,000 ft MSL. There were a lot of hand-offs and air traffic descended him to 4,000 ft and as he got close to the runway, he requested vectors to the initial approach fix for runway 07 at Central Jersey Regional Airport (47N). They gave him vectors and he cancelled IFR in the air and he flew the approach.

He added that he received weather from Trenton Mercer Airport (TTN), which was 16 miles away. Winds there were reported from 350 at 7. He descended at 90 kts with airbrakes. When he got down above the runway, the winds were not what expected. He had a tailwind which the airport owner estimated at 7-10 kts. The airplane floated longer than he anticipated and when the airplane touched down, it bounced, and he decided to go around because he was not sure he could stop in the runway remaining. He added full power and put down speed brakes and maintained 70 kts; however, he did not have an adequate climb rate to clear the trees. The airplane struck a tree at 70 kts (he was concentrating on his airspeed so that he would not stall close to the ground) and impacted the ground. He stated that given the tailwind and his climb rate, he did not have adequate tree clearance. He stated that his Airsafe airbag saved him. He will do a runway calculation to see what runway he would have needed with that tailwind, and he is going to talk to his fellow Mooney owners also.

The digest was e-mailed to him for review on April 11, 2022. He replied on April 11, 2022, at 1338 EDT with no suggested edits. The final digest was e-mailed to him on April 12, 2022.