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**Date:** 12/14/2021

**Subject:** CEN22FA070

**Contact:** Airplane Owner

According to the airplane owner, he purchased the airplane in March 2020 and had become ill which precluded him from flying the airplane. In March 2021, the owner requested a local maintenance facility to complete a required annual inspection, and the maintenance facility performed a short maintenance test flight, which was the first flight since March 2020. Due to several discrepancies, to include airframe corrosion and a recommendation for both engines to be overhauled, the maintenance facility would not complete the annual inspection without the discrepancies being corrected. Several months later, the owner then elected to hire the accident pilot, who was also a mechanic that had previously worked on the airplane, to ferry the airplane to North Carolina to complete an overdue annual inspection.

Prior to the ferry flight, the airplane fuel tanks were topped off with fuel, and the pilot completed a preflight inspection that the owner estimated took about 1 hour. The pilot then started the engines and taxied the airplane for departure. A few minutes later, the owner overheard on a handheld radio that the pilot informed air traffic control that he needed to return to the parking area due to an engine issue. The pilot called the owner via cellular phone and advised him of the situation. The owner observed the pilot complete an extensive engine run-up, and about 20 minutes, the pilot taxied back for departure. The owner had no further communication with the pilot.