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Air Safety Investigator
AS-CEN

Date: 12/06/2021

Subject: CEN22LA059

Contact: Kendall Krielow (Pilot of N8038Z)

The pilot reported that he was enroute at 6000 feet between Jennings TX to Junction TX. He was along the T254 airway on IFR flight plan when the airplane just lost power. There was no sputtering or anything. He was talking to a backseat passenger when he heard the engine decrease in power and just shutdown. He was not in the process of changing or manipulating anything. He "immediately recognized it as a fuel flow issue." His engine monitoring system showed 0 for exhaust gas temps. His GPS showed two nearby airports, he elected to fly toward the Cleveland Airport.

He attempted to restart the engine several times, but he could not get fuel flow back even with the fuel pump on. He was also switching fuel tanks. The engine monitor showed 0.0 as fuel flow despite restart attempts.

During the descent they went through some clouds, as they broke out of the clouds about 3000 feet, he saw that he wasn't going to make the Cleveland airport. Since it was surrounded by a lot of trees, he redirected the airplane toward a nearby highway.

He positioned the airplane to land on the southbound lanes, he tried to land in the left lane, but due to traffic he drifted toward the right lane. During the landing flare the right wing tip struck a road sign. The airplane exited the highway and came to rest nose down in a ditch.

He said that he took off with 4 hours of fuel for the 2.5 hour flight. The engine died about one hour into the flight. He has a routine of switching fuel tanks regularly

to keep the airplane balanced (I told him to write it down). He further said he was on the left fuel tank when the engine died.