



John Brannen
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AS-CEN

Date: November 15, 2022

Subject: CEN22LA157, N9192E

Contact: George Young (Pilot of N9192E)

Spoke with Mr. George Young who was the pilot of N9192E related to NTSB accident number CEN22LA157. He said that the accident happened when he was just about through with the load and he made pass was down in field and the engine sputtered and spit white smoke out, and lost power. He pulled up to clear trees but lost airspeed because of the pull up and flew as long as could while trying to get the engine to run. Wound up having to put the airplane into a field. Asked if he had any idea what caused the loss of power, he said it was "really crazy to me" because the airplane was running so well that day. He said once the engine lost power he tried switching the mags, actuated the wobble pump, etc, but didn't have a whole lot of time. None of it made any difference. It acted like it ran out of gas but he knew he had gas because he had just fueled before this load. He noted that he had fuel and had fuel pressure and had checked the mags. This was the 14th load of the day and the airplane was running well. He remembered that the pretakeoff mag check showed only 50 rpm drop on one mag and 60 on the other. When it quit, it just quit and there wasn't anything you could do about. He said they had been fueling the airplane every 2 loads and had fueled just prior to the accident load. They have both turbine and gas airplanes, but the turbines use single point fueling system and the gas airplanes use a nozzle and there are 2 separate tanks and 2 separate pumps. So, there was no chance of misfuelling with Jet fuel, and the tank they were using had been being used all day.