



RE: CEN23LA223 - N509HB

From Yadlosky, Brian M (FAA) [REDACTED]**Date** Tue 2/11/2025 7:39 AM**To** Brian Rutt [REDACTED]

3 attachments (23 MB)

IMG_0081.JPG; IMG_0093.JPG; IMG_0094.JPG;

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Brian,

The tanks were not compromised or punctured. There were no leaks, residue on the ground, or fuel smell, and the soil under the aircraft showed no signs of a Jet A fuel spill.

The paved runway surface was 2300 feet.

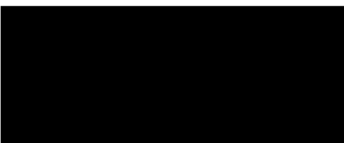
If no fuel was removed from the aircraft, the pilot's reported loss of power may have been caused by fuel starvation, but the propeller didn't show signs of no power when it struck the ground. I could have sworn some farmers out there had mentioned they removed fuel from the aircraft. I just don't remember.

Brian M. Yadlosky

Aviation Safety
Principal Maintenance Inspector (PMI)
Survival Flight CMT

Federal Aviation Administration | Flight Standards Service

Little Rock Flight Standards Office (AFG-LIT-FSDO-SW11)
1701 Bond Street, Little Rock, AR 72202



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From: Brian Rutt [REDACTED]
Sent: Monday, February 10, 2025 3:55 PM
To: Yadlosky, Brian M (FAA) [REDACTED]
Subject: Fw: CEN23LA223 - N509HB

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I just got off the phone with the operator for this. He said that he did not remove any fuel from the site before you arrived. I don't recall the wing tanks being compromised either. Maybe there was a little leak as it sat there for 2 days? He also said that the entire runway had been paved before the accident, so I got that question answered too.

Brian Rutt

Air Safety Investigator

National Transportation Safety Board

From: Yadlosky, Brian M (FAA) [REDACTED]
Sent: Tuesday, February 4, 2025 10:02 AM
To: Brian Rutt [REDACTED]
Subject: RE: CEN23LA223 - N509HB

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Brian,

I have this photo of the fuel quantity. However, you are correct. I did believe the operator came and took fuel out of the aircraft before we arrived, thinking we had a gross weight issue. No visible fuel was inside the fuel cap/tank. Accident occurred on a Saturday, I traveled to scene that Monday.

Anything else you need let me know.

Brian M. Yadlosky



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