



Michael J. Hodges
Aviation Accident Investigator / Investigator-In-Charge
Office of Aviation Safety, Central Regional Office

Date: April 1, 2024

Subject: CEN23LA399

The NTSB investigator-in-charge spoke with the owner of the airplane (N9522Y, Beechcraft 35-33B) on the telephone, Larry Wells.

Larry was planning on selling the airplane since he is older and retired, until the accident occurred. Larry didn't know of any mechanical issues with the airframe or the engine prior to the accident occurring.

Larry doesn't remember when the Eaton Aeroquip E-Z oil drain sump valve was installed on the engine. Larry doesn't remember who installed the Eaton Aeroquip E-Z oil drain sump valve on the engine. Larry said this information should be in the engine maintenance records.

Larry did most of the oil changes with the engine since he has owned the airplane. Larry did not have any previous issues with opening or closing the Eaton Aeroquip E-Z oil drain sump valve and it worked fine. Larry does not remember what specific tools he used to open and close the Eaton Aeroquip E-Z oil drain sump valve when performing the oil changes. Larry was asked specifically if he used tools such as pliers with the Eaton Aeroquip E-Z oil drain sump valve, and he reported no.

Nothing Follows