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Office of Aviation Safety

Date: May 22, 2024
Subject: CEN24LA193 - Pilot Interview
Contact: Garrett Handley

This is a summary of a telephone interview with the accident pilot conducted on May 22, 2024.

The pilot reported that he departed normally from the Osborne, Kansas airport with a chemical load of about 375 gallons. Once reaching the application field he performed one swath run before noticing that he was slowly losing thrust. The turnaround was normal and the second swath run was also normal until the turnaround where he noticed the tail drop and saw that the Torque, Prop RPM, and NG gauges were over redline. The ITT gauge was not over redline but was slightly high reading what he recalled at around the lower 700°C. He did not recall any sound changes from the engine or propeller and didn't feel the typical forces associated with the prop going into beta or feather. His attempt to reduce the power with the power lever failed and he noticed zero response from the engine in either directional movement of the lever. He chose to do an off-field landing at the county road he was passing over. During the landing he tried to select flaps down, but the flaps did not respond. He landed on the road, impacted some tree branches, and ended up in a roadside ditch. The engine was running until he came to rest in the ditch where he performed the engine shutdown procedure. At the time of the accident, he had about 360 gallons onboard and performed a successful emergency dump.

The pilot reported a total time of about 1,700 hours and about 950 hours in the accident airplane.

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