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Air Safety Investigator
Central Division

Subject: CEN23LA028 Correspondence with FAA Inspector

Contact: Alastair Burge, Baton Rouge Flight Standards District Office

Mr. Burge provided the following information based on interviews with the accident pilot, other pilots who flew the accident airplane, and the director of maintenance:

- The pilot flew a visual approach that was discontinued due to ground fog. He flew a subsequent instrument approach (RNAV Runway 36) that was also discontinued due to ground fog. Following the missed approach, the pilot flew another instrument approach (RNAV Runway 36).
- During the last approach, the pilot recalled initiating go-around after losing visual references. He recalled the right engine was slower to accelerate to full power than the left engine, and that was distracted looking at the engine indications and did not notice the airplane yaw to the right and descend.
- The pilot was aware of the airplane striking trees and of an immediate fire. He did not recall the raising the landing gear or flaps during the go around attempt.
- The pilot was able to extricate himself from the wreckage despite the fire and walked to the airport perimeter fence where he was found by local law enforcement about 20 minutes later. The pilot had 4th and 5th degree burns and fractured his arm.
- The pilot reported he was well rested, with no illness or medical issues. He had flown about 5 hours that day and reported for duty mid-day. He reported the airplane was serviceable at the time of the accident.
- Other pilots were interviewed who flew the airplane. Each was aware that the acceleration time of the right engine was sometimes slower than the left engine.

- The director of maintenance performed a timed engine run on the accident airplane and found the right engine acceleration time was slower than the left engine, but within normal limits of the maintenance manual.