



RECORD OF INTERVIEW

Mitchell Gallo
Aviation Accident Investigator, NTSB IIC
Central Region

Date: October 7, 2019
Person Interviewed: John Yoont
Representative: Beth Copeland, Attorney
Present: Christopher House, Federal Aviation Administration
Pat O'Neil, Manager, Kokomo Municipal Airport

NTSB Accident Number: CEN20FA002

Narrative:

John Yoont stated he is a college senior majoring in communications. He had no aviation experience prior to his employment with the Kokomo Municipal Airport (OKK). He said that about 1100 eastern daylight time, the pilot of N326CW made several radio transmissions. Mr. Yoont responded two or three times asking if he needed parking and fuel. Mr. Yoont radioed the pilot of N326CW if he needed jet fuel, and the pilot said "yes." Mr. Yoont met the pilot outside the airplane after it arrived and asked the pilot while they were engaged in conversation if he needed jet fuel, and the pilot said "yes." Mr. Yoont said he drove the Jet A fuel truck and parked in front of the airplane, which was oriented on a tail to nose heading of approximately east. He parked the truck perpendicular to the tail to nose axis of the airplane. Mr. Yoont asked the pilot how he was going to be billed, and the pilot said that he was going to provide training and the fuel would be billed to Flight Training Centers. Mr. Yoont said that he first filled the right wing fuel tank followed by the left wing fuel tank and then the fuselage fuel tanks. Mr. Yoont said he initially asked if the pilot if he needed jet fuel because the airplane looked like a jet airplane. He said the pilot seemed like "he just finished a flight" and was "not exhausted" and was "like he finished flying for hours." He said the pilot was a "nice guy" and in "good spirits." Mr. Yoont said the pilot was in the airplane when he pulled up with the Jet A fuel truck. He said the pilot exited the left side of the airplane and walked to the fixed base operator (FBO) building. Mr. Yoont said he while he was inside the FBO building about 1620, he heard the engines start on N326CW, and the engines sounded "typical." Mr. Yoont did not hear an engine runup and did not hear the airplane take off. Mr. Yoont said there was a radio inside the FBO building, and he did not hear any radio calls made by the pilot during departure. Mr. Yoont said that he did not

use the aircraft fueling mat when he fueled N326CW. Mr. Yoont said he was able to fuel N326CW with Jet A by orienting the Jet A fuel truck's fuel hose nozzle about 90 degrees to the wing fuel filler ports and about 45 degrees to the fuselage fuel filler ports. He said that initially he spilled about one gallon of Jet A during the fueling but by adjusting his technique subsequent fuel spillage was minimal. Mr. Yoont said that on the day of the accident, he woke up about 0715, arrived for work at the airport about 0750, and was "well rested." Mr. Yoont said he had never seen the pilot prior his arrival. Mr. Yootz was told during his airport employment training that Jet A fuel would destroy a reciprocation engine. Mr. Yoont said that he does not know the difference between a reciprocating powered airplane and a jet powered airplane. Mr. Yoont said he did not know anybody that saw the airplane takeoff from OKK. Mr. Yoont thought that the pilot was an "overnight transient pilot." Mr. Yoont said he does not use drugs or alcohol and is not taking any medications. Mr. Yoont said he did not know what runway the pilot used for takeoff, and he said that all runways were "open." Mr. Yoont stated that he had nothing else that he wanted to convey at the end of the interview.

Taken by:

Mitchell Gallo