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| RECORD OF <input checked="" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |       | TIME<br>3:15 PM | DATE<br>06/06/2023 |
| NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION<br>Paul Cobb                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |       | ROUTING         |                    |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |       | SYMBOL<br>GL11  | INITIALS<br>GLB    |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |       | GL11            | CJH                |
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| SUBJECT<br>N988CT Accident - Jeffersonville, IN on July 6, 2023                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |       |                 |                    |
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| DIGEST<br>Interviewed Paul Cobb, PIC for accident flight of N988CT on July 6, 2023. Identified by KY driver's license and pilot's certificates [REDACTED] and [REDACTED]. Also confirmed First Class Medical, dated 09/26/2022:<br><br>Mr. Cobb stated they had a planned 06:30 departure from Bowman Field (LOU) with METAR, and no rain indicated. Student performed preflight and checked fuel, didn't say fuel was at 18 (18 is the mark they generally use as an ideal fuel load). Mr. Cobb checked fuel using the dipstick 3 times with an indication approx. 1" below "18", guessing 16 gallons usable (gauge indicated between 1/2 and 3/4). Stated they usually plan for 5.1 gph (6 to be safe). Take-off actually occurred approx. 06:45-06:50, direct to Madison (IMS), to perform approx. four landings. Student was on eighth lesson and does not have a current medical. Flight was uneventful, clouds at 2500' indicated. Fuel indication noticed less than half prior to IMS. Performed first touch-and-go, reduced power too close to threshold, so performed a go-around, then performed 3-4 additional touch-and-goes. They then flew along the river to Jeffersonville, maintaining 1700' due to clouds at 2500' (visibility was 6-8 miles). First got weather from Standiford Field (SDF), then from LOU ATIS approx. 12 miles out, headed toward Sixmile island (cont. next page) |       |                 |                    |
| CONCLUSION, ACTION TAKEN, OR REQUIRED                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |       |                 |                    |
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| DATE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | TITLE | SIGNATURE       |                    |

DIGEST (CONT )

(farther West than planned or normal due to weather) while student was working the checklist at approx. 1800' and descending, cleared to land, and noticed power reduction. Mr. Cobb asked her if she pulled power, she said no, then engine sputtered twice. Mr. Cobb declared "engine difficulties", turned fuel pumps on, full rich, noticed "very low fuel", called JVV, turned North, decided to land because they weren't going to make the field. Mr. Cobb extended the flaps, cut all aircraft power and slipped it, got airspeed up to 80, when he heard the corn, he started adding back pressure on the stick, felt the tires contact the ground for a couple seconds, then the gear collapsed. Radioed LOU to declare N988CT on the ground, then turned power back off and got out and clear of the aircraft.

Inspector asked if it was a 141 flight, and Mr. Cobb said no, it was a 61/91 instructional flight.

Inspector asked for a total flight time and Mr. Cobb stated approx. 1.6 hours, then stated "I was the pilot and I think we starved it of fuel". He indicated they do a generic lean, to the "X", started approx. 20 minutes into the flight, but was not full lean until approx. 15 minutes prior to the accident.

Inspector asked to confirm the DA-20 only has one fuel tank, located in the fuselage, and no fuel selector. Mr. Cobb confirmed this.

Mr. Cobb was provided a copy of the Compliance Action Brochure and advised of the process. He asked if can continue to pilot and instruct, and was advised that he can unless or until there is certificate action.

Inspector verified that with the office and provided confirmation to Mr. Cobb by telephone on 07/07/2023.