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Air Safety Investigator
Office of Aviation Safety

Date: June 2, 2025

Subject: CEN25LA121 - FAA Provided Information

Contact: John Parker - FAA Aviation Safety Inspector

An NTSB Form 6120-2 Accident Reporting Form was not received from the CFI involved in the accident. So, a summary of emails and FAA Form 8020-23 Narrative from the FAA Investigator-in-Charge are provided below to supplement the pilot-under-instruction's statement. Also, a postaccident examination summary is provided:

The FAA stated the following regarding interviews with the personnel involved:

Please note the following information below:

1. Pilot stated: aircraft has fuel, both tanks indicated over 1/4.
2. Mechanic stated: Turned the master on fuel level showed empty on both tanks.
3. Mechanic stated: no water or debris found in the bowl or on the brass screen.
4. Mechanic stated: attempted to drain the remaining fuel from aircraft, but there was only maybe a cup of fuel remaining in the lines.

Aircraft altitude around at 2000 feet student missed approach point off the ILS 18L into Greenville. Aircraft was at a high power setting around 2300-2400

RPM. aircraft engine stutters for a second cfi immediately pull carb heat. No indication of carb ice before that and the clouds are high. CFI confirms aircraft has fuel, both tanks indicated over 1/4. aircraft continued to run rough and RPM continued to drop with no rise. Aircraft RPM continued to drop and aircraft lost complete power. CFI attempted restart and declared an emergency. CFI is pitching for best glide and see a new cut through road in front of us. Aircraft was over a large patch of trees at that time CFI determined that was the best option. CFI held best glide all the way to the trees. CFI determined if he would have pulled aircraft up and tried to miss the trees aircraft would have stalled really high.

The FAA stated the following regarding postaccident examination of the airplane:

Throttle was out, mixture was in, carb heat was out, master switch was off and mags were on both. Turned on master switch on fuel level showed empty on both tanks, left and right nav lights and strobes were missing but landing light, tail beacon and beacon worked. Attempted to drain the remaining fuel from aircraft but there was only maybe a cup of fuel remaining in the lines. There was no fuel leaking from aircraft and no fuel was seen around crash site. I have attached for your review the fuel receipt as you can see the aircraft had 20.970 gal and it appears the aircraft was flown over a 3 days period. The mechanic stated that when they attempted to drain the remaining fuel out of the but there was only maybe a cup of fuel remaining in the lines.

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