

Joshua Lindberg

From: [REDACTED] (FAA) [REDACTED]@faa.gov>
Sent: Wednesday, September 10, 2025 10:35 AM
To: Joshua Lindberg
Cc: [REDACTED] (FAA)
Subject: FW: N92356

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Here are those notes from the pilot interview.

[REDACTED]
Aviation Safety Inspector
Lubbock Flight Standards
Lubbock, Texas
[REDACTED]

From: [REDACTED]@faa.gov>
Sent: Wednesday, August 27, 2025 4:22 PM
To: [REDACTED]@faa.gov>; [REDACTED]@faa.gov>
Cc: [REDACTED]@faa.gov>
Subject: N92356

[REDACTED],

I met the pilot of N92356 at Hub City Aviation this afternoon.

The cause of accident is mismanagement of the fuel. Airplane was flying whole flight with right tank selected. He departed LBB around 19:00 headed Sweetwater and made a touch-and-go and came back to LBB. He needed to go around due to a large aircraft in the pattern. He entered left traffic following the large aircraft and made a touch-and-go. On the upwind (departure leg) about 300 AGL, engine quit. It was about 21:20. He flew 2.443 to 2.4 hours with right tank only. The usable fuel is 38 gal so 19 gal each. Assuming fuel consumption is 8 gal/h, it is time for the tank to be empty.

The school has standard operation procedure that after the flight, right or left tank to be selected for the parking. So, I assume the right tank was selected. Before the flight, pilot must move it to "Both" position but this time the pilot stated he didn't visually confirm the position. During the flight he used the checklist multiple times, but he never visually confirmed the position. After the accident, the chief of the rescue crew saw it was in "Right" position, and he turned it off.

The pilot agreed this conclusion. He has 5 flights 11 hours in CE 172. 3.4 hours of dual training in CE 172 after he got his private pilot certificate. All his private training was in PA-28. During previous flights in CE172, he didn't need to move the selector into Both position because it was already in both or the CFI turned it Both. That may build the expectation bias so he doesn't pay attention to the fuel selector position. Root cause: Checklist usage, Complacency.

The pilot has enrolled the 141 commercial pilot course and flight was a lesson of the course.

[REDACTED]

Some question in -23

Q9 - 9:20

Q11 – Destroyed

Q14 – 141

Q20 – Flt Crew uninjured, Passenger – minor

Q23 – Foreflight, VFR flight plan was filed

Q26 – Takeoff to Climb

Q29 – Wings program : June or July 2025

Q31 – [REDACTED], Hours in M&M 11.4, Last 90 days 49.6, Last year 116.2, Total 116.2. Certificate number [REDACTED] Check ride 02/21/2025.

Please let me know if you have any question.

[REDACTED]
Aviation Safety Inspector
FAA Lubbock FSDO

[REDACTED]



Federal Aviation
Administration