



Cory Maxon
Air Safety Investigator
Aviation Safety

Date: September 24, 2025
Subject: CEN25LA378
Contact: Jeffrey Fanelli, Pilot/Owner

After the accident, the sequence of events were discussed with Mr. Fanelli over the telephone. He stated that the previous flight and the run-up for the accident flight were normal. During the accident flight, shortly after leveling the airplane off at cruising altitude, the oil pressure dropped below the normal operating range. He said that Mr. Fereday, the flight instructor, directed him to turn the airplane towards land. He then stated that they had declared an emergency over the radio and continued flying back towards the nearest land. The oil pressure continued to decrease, and the engine continued to produce power for a few minutes before all engine power was lost. After complete engine power was lost, the Cirrus Airframe Parachute System was deployed. The airplane descended into the water and floated for about ten minutes. They were then rescued about 45 minutes later by the US Coast Guard. When asked about any indications of engine problems before the loss of oil pressure, Mr. Fanelli stated that there were none. He also stated that there was no observation of an in-flight engine fire.