



Michael J. Hodges
Senior Aviation Accident Investigator
AS-CEN

Date: April 16, 2026

Subject: CEN26LA144 - Memorandum of Record: FAA Aviation Safety Inspector Information

██████████ from the FAA North Texas FSDO traveled to the accident site to examine the airplane on March 18, 2026, and he later interviewed the pilot, ██████████. ██████████ provided the following information via email message.

The pilot reported that he added five gallons of 100 low lead fuel, prior to the departure, to the left fuel tank only. The right fuel tank had a known fuel leak.

The airplane came to rest upright, on a grass field, right outside of the airport property boundary. The accident site was located to the north of the airport. When the left fuel tank was examined, there was no fuel present. When the right fuel tank was examined, there was minimal fuel present. The fuel tank selector in the cockpit (located on the left side floor) was found set to the left fuel tank. There were no signs of fuel leakage at the accident site.



Bradley Miller
Aviation Accident Investigator
AS-CEN

Date: April 16, 2026

Subject: CEN26LA144 - Memorandum of Record: Staff Duty Officer Case Notes

I, Bradley Miller, was the assigned NTSB duty officer for the period March 17-23, 2026. The following documents my interaction with the FAA.

An FAA inspector from the North Texas, Flight Standards District Office (FSDO), went to the accident site on March 18, 2026. He reported that he observed that no fuel was present in the left fuel tank and the fuel selector valve was set to the left fuel tank. He also stated that he did not observe anything that indicated the fuel tank was breached and said the law enforcement officer who was first on scene hadn't either.