

Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: 5/22/25

Subject: ERA25LA200

Contact: Michael Torrent, FAA S. FL. FSDO

During a telephone conversation, Mr. Torrent stated that on May 20, 2025, at Florida Air Recovery, the engine was successfully test-run on the airframe.

Mr. Torrent added that the Cessna model 172E fuel selector placarding is different from other model 172s and not as intuitive. When he asked the pilot (Jenna) what clock position the selector handle needed to be in to be selected for both fuel tanks, she stated 11 o'clock; however, both is 12 o'clock and 11 o'clock is between both and left fuel tank selections. Additionally, the pilot-rated-passenger, acting as a safety pilot (Daniel), stated that after the accident he positioned the fuel selector to off. When Mr. Torrent observed the selector handle at the accident site, it was at the 4:30 o'clock position (between off and right fuel tank) and off is the 6 o'clock position.

Mr. Torrent further stated that 3 days after the accident, fuel was still leaking from the right wing fuel tank vent, consistent with several gallons of fuel in that tank; however, he observed only residual fuel in the left wing fuel tank.

