

Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: 12/9/25

Subject: ERA26LA063

Contact: Mike O'Shea, Manager
Florida Air Recovery (FAR)
Jacksonville, FL

During a telephone conversation, Mr. O'Shea stated that an FAR crew travelled to the accident site last night to recover the airplane back to their facility. The recovery personnel observed that both wing fuel tanks remained intact and were absent of fuel. They removed the wings for transport and noted that the fuel lines from the wing tanks were also absent of fuel.

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Eastern Region Aviation

Date: 12/11/25

Subject: ERA26LA063

Contact: [REDACTED], CFI & Owner/Operator
New Smyrna Beach, FL

During a telephone conversation, [REDACTED] asked if I had found anything with regards to the investigation in the accident of his airplane. I told [REDACTED] that I believe FAA Inspector Villanueva already informed him. Based on his comments to first responders that he thought fuel contamination caused the loss of engine power, I asked the recovery company to drain all the fuel from the wreckage and store it for testing.

The recovery crew travelled to the accident site on the evening of the accident. They observed that both wing fuel tanks remained intact and were absent of fuel. They removed the wings for transport and noted that the fuel lines from the wing tanks were also absent of fuel.

[REDACTED] stated that yes, Inspector Villanueva had told him and he cannot believe it.

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Eastern Region Aviation

Date: 12/15/25

Subject: ERA26LA063

Contact: Hugo Villanueva, FAA MCO FSDO

During a telephone conversation, Mr. Villanueva stated that he examined the wreckage today at Florida Air Recovery. As part of the examination, he accessed the lower fuselage area and examined the fuel filter in the belly sump, which is the lowest point in the fuel system. He did not observe any fuel in the fuel filter.

Mr. Villanueva added that when he asked the flight instructor [REDACTED] about fueling, the flight instructor responded that he had fueled the airplane at DED about 1 week prior to the accident and flown the airplane two or three times since that fueling; however, [REDACTED] could not provide a receipt of the last fueling or the total time flown since that fueling.