

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



July 30, 2025

WPR25FA146

Good morning, Stacia:

I have reviewed the engine data, and the information supports a fuel starvation event. Cylinder number 3 appears to have gone lean first, but that is of no consequence. All four cylinders stopped producing power at the same time. The blue staining mentioned in the factual report supports the loose B-nut and fuel leakage that would cause a loss of engine power. Also worth mentioning is the steady cylinder head, exhaust gas, and oil temperatures leading up to the event. This would indicate that the engine was running normally with no other obvious issues until the loss of power in the pattern.

Sincerely,

John D. Ellis

NTSB Office of Aviation Safety

Piston Engine Specialist

[REDACTED]

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