



The National Transportation Safety Board

Office of Aviation Safety
Central Region
Memorandum for the Record
Summary of FAA On Site
Examination and Findings
CEN21LA260
Denton Texas
June 9 2021

The following information was reported from the FAA to the NTSB:

- The fuel selector handle was found in the “OFF” position.
- The throttle and mixture controls were found completely forward to the “Maximum Power” and “Full Rich” positions.
- Upon activating the “Master Switch” to apply DC electrical power to the aircraft, the fuel gauges indicated, “Empty”
- The left fuel tank was found completely empty.
- The right fuel tank was found at least half-full.
- The airplane’s fuel capacity was 50 gallons (25 gallons per side).
- Three sparkplugs were removed from the engine. All three electrodes were consistent with a lean mixture, otherwise, unremarkable.
- Both propeller blades were bent aft, consistent with minimal rotation at the time of impact.
- When rotated by hand engine drive continuity was established, and no obvious anomalies were found with the engine.
- A fuel receipt was found and indicated that 20 gallons of fuel was purchased on the day of the accident. The CFI reported to the FAA that, after buying fuel at DTO, he and his student and another passenger, flew the accident aircraft from DTO to Mineral Wells (MWL) and back to DTO. They reported they did touch-and-go landings both at MWL and DTO and was on the take-off phase from DTO when the engine lost power.
- The fuel truck used to refuel the accident aircraft was inspected. No deficiencies were noted.

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