



## MEMORANDUM FOR RECORD

**Michael Hicks**

**Air Safety Investigator**

**(GAAID) General Aviation Accident Investigation Division      October 22<sup>nd</sup>, 2018**

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NTSB Accident Number: GAA18CA312

Aircraft Registration & Make/Model: N148ME, Piper, PA-46-310P

Accident Location: Prescott, AZ

Accident Date: 29MAY2018@2115(MST)

Subject: Memorandum for Record

In support of the National Transportation Safety Board (NTSB), Air Safety Accident Investigation involving accident airplane N148ME, the Investigator-in-charge (IIC) spoke with the Federal Aviation Administration (FAA), Aviation Safety Inspector that performed the post-accident airplane examination. The IIC also interviewed the fixed base operator (FBO) at the airport from which the airplane had departed. The following is a synopsis of the conversations:

### **FAA -Aviation Safety Inspector**

The flight departed southern California on an IFR flight plan. The engine began to malfunction, and the pilot's intention was to perform a straight in approach to runway 3. ATC at the destination airport informed the pilot that runway 21 was in use. The pilot declared an emergency and landed on a road about 9 miles from the airport. The pilot forced landed on a road, and the right wing struck an object and separated from the airplane. The airplane slid about 300ft from the initial impact point and stopped. The fuel tanks were dry according to first responders.

The post-accident airplane examination revealed that the spider valve and lines were dry, and the fuel lines to and from the spider were dry. There was fuel in the gascolator. The fuel strainer, the wafer, and the fuel distribution filter were uninhibited. There were no contaminants found in any of the fuel filters.

During the Inspector's interview with the pilot, the pilot's story changed from an issue of fuel exhaustion to fuel contamination. The inspector stated that there were no indications of fuel contamination.

### **SNA -FBO**

The pilot had initially ordered 20 gallons of fuel at 1821(PDT). It was the time of day that the fuelers were busy, and the pilot ended up cancelling his order at 1912(PDT). He and two passengers walked out of the FBO.