



RECORD OF INITIAL COMMUNICATIONS

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: March 5, 2020
Person Contacted: Various
Aircraft Registration: N505MA

Narrative: The following information was obtained via multiple telephone or electronic communications from the noted sources on the noted dates.

3/4/20

FAA Central ROC

- ROC notified NTSB ~1250 PST
- Forced landing in field & flipped over inverted after berm strike
- Approx 70 nm SE of ABQ near town of Encino NM
- FlightDesign CTLS
- Pilot (Robert Adams) is not owner
- 1POB, minor injuries
- Torrance County Sheriff Dept responding
- ABQ FSDO contact Mike Petrofes

3/5/20

ABQ FSDO Inspector Geary Monckton

- Based on pictures he saw, he classified event as an "accident"
 - Rudder separated, fuselage and other fractures
- Mike Petrofes spoke w pilot yesterday, Insp Monckton still attempting to speak w pilot
- Per Insp Petrofes
 - Engine quit
 - Pilot tried to land on road in pasture
 - While turning L base to final to line up, "engine fired up" which resulted in overshoot and off-road landing
- Owner said that pilot said that he didn't "stick" the tanks or add fuel
- Pilot has bruises and scrapes, refused medical attention on scene

- Airplane is based at Moriarty (0E0) and the airplanes mechanic is willing to disassemble and move to 0E0
- Owner is Ms Bonne Mauldin of Moriarty

Ms Bonnie Mauldin

- Insurance is AIG/ Nic Pardon
- Airplane is 1 mile N of Encino, just off (and visible from) 1st Street
- 1st Street ends at ranch where airplane is

Pilot Robert Adams

- He did his preflight at 0E0
- Did not look into/dip fuel tanks
- Relied on sight gauges in each wing
 - o "Copilot's" wing had 7 gallons
 - o Other wing had 6 gallons
- Pilot was "confident" that he departed with 13 gallons
- After about 35 minutes in flight engine began to "falter"
 - o Continued to run
 - o "Surging" multiple times
- Pilot moved throttle several times but no corresponding responses from engine
- He left throttle at setting which would normally yield 4,700 – 4,800 rpm
- He immediately planned to land off airport (instead of trying for 0E0)
- He was at 8,500 ft when engine problems began
- As he turned from L base to final for road, engine "surged" and took airplane "quite a few feet east of where I wanted to be"
- At that point he was too low to correct and landed off-road
- He refused on-scene medical treatment
- His wife (an RN) picked him up, they stopped at home, and then they headed to UNM Hospital
- As of 3/5 he is hospitalized with possible fractures to vertebrae and ribs
- He reported that the engine behaved as if it was lacking fuel, but he could not understand how the 13 gallons could have been exhausted in 35 minutes
- The fuel selector is ON/OFF only, and must be moved to the ON position to insert ignition key