



MEMORANDUM FOR RECORD

Stephen Stein
Aviation Accident Investigator
National Transportation Safety Board
Office of Aviation Safety – Western Pacific Region

NTSB Accident Number: WPR21LA184
Aircraft Registration & Make/Model: N2548R; Cessna 182K
Accident Location: Las Vegas, Nevada
Accident Date: March 18, 2021

Note: The following interview was documented by the Investigator –In-Charge (IIC), Stephen Stein.

Interview #1 Summary

Christopher Teutsch
Accident Pilot

Interview Date & Time; May 13, 2021, 1314 PT

According to the pilot, he computed his fuel burn using a rate of 8 gph. At the time of the accident he had performed this local flight about 20-30 times and had owned the accident airplane for about 2 years. All his flight time had been accumulated in the accident airplane, about 200 hrs.

On the accident flight he was coming from Sandy Valley (30 miles from North Las Vegas, which is usually a 15 minute flight). He preflighted the airplane noticed the fuel levels were just under half for each tank (over 3/8 and under 1/2 for each side). He estimated that the fuel levels were 13 gallons on each side at the time (totaling 26 gallons. He did not observe any evidence of leaks during the preflight inspection, which was mostly comprised of following the checklist provided in the manual. He completed an engine run-up at his hangar (located at the runway) and then stopped the airplane to run to his car. When he returned his completed another visual inspection, but did not observe any evidence of a fuel leak, followed by another engine run-up and then departed on the accident flight with the fuel selector on BOTH.

For most of the accident flight his fuel level was fluctuating between $\frac{3}{8}$ and $\frac{1}{4}$ for each tank, which he observed about halfway over Red Rock canyon. This was not alarming to him because the flight was windy and bumpy. When he was over 3 fingers and about 2nm from his destination, he observed that the fuel levels had decreased to below $\frac{1}{4}$ on each side. He grew more concerned at this point, but was configuring the airplane for the approach so he decided to continue the flight. The pilot was cleared to land on runway 12R, but as he entered the base turn of the airport traffic pattern he observed that the tanks had further decreased. Once he turned right base the engine failed. The pilot informed air traffic control of the power loss and landed upright just short of his destination runway. He did not smell or observe any evidence of fuel in the cockpit during the flight.

He further remarked that he uses a straw with 2 gallon increments on it to stick the fuel tanks along with the fuel gauges to interpret the fuel levels. According to the pilot, he stuck the fuel tanks prior to the accident flight.

The pilot stated that he had accumulated all of his flight experience in the accident airplane, which he purchased 2 years prior to the accident. He used a fuel consumption of 8 gph to perform his fuel computations and normally verified his fuel quantity using both the fuel gauges and a dipstick. He used the same technique prior to departing on the accident flight.



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Interview #1 Summary

Evan Samala
Airport Employee

Interview Date & Time; May 26, 2021, 1000 PT

Mr. Samala reported that they were notified of the accident and responded, but there was a 10-15 min delay until they could arrive onscene. Once they did arrive they had to wait an additional 10-15 minutes to get a tug that would tow the airplane to a nearby maintenance facility. Mr. Samala stated that they were there for a total of 30-40 minutes before they towed the airplane from the site. During this time he observe 100 low lead aviation grade gasoline dripping from the bottom of the airplane behind the nose landing gear. Mr. Samala stated that it wasn't much, but he could smell the odor. He estimated that maybe a few ounces dripped out the entire time they were there. They subsequently towed the airplane to the maintenance facility. He estimated that the airplane was onscene for an hour total before they towed it and it took an additional 30 minutes to tow it to the maintenance facility.



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Interview #1 Summary

James Horton II
Maintenance Facility

Interview Date & Time; June 8, 2021, 1438 PT

Mr. Horton stated that the airplane came into the shop in the late afternoon on the day of the accident. The nose tire seemed flat and fuel was dripping from the bottom. He placed a pan underneath and less than a gallon of fuel dripped out. When they checked the tanks later both were bone dry.