

Record of Telephone Conversation

Name: John Ruble, Pilot in Command, (PIC) N4796P
Address: [REDACTED] Sandusky, OH 44870
Phone: [REDACTED]
Date: FEB 9, 2017
Description: PIC statement regarding accident of January 30, 2017.

This Inspector conducted a telephone interview with Mr. John Ruble, (Ruble) regarding the accident of January 30, 2017, involving aircraft N4796P.

Ruble provided pilot flight times for entry into FAA Form 8020-23. He stated the aircraft had been dormant since approximately DEC 26, 2016. A ground taxi and engine test was conducted on or about DEC 28, 2017. Preflight was completed and fuel was added on JAN 30, 2017. He stated the aircraft was serviced with approximately 38 gallons of fuel at Queens City Airport. I inquired if he had used the wing fuel tank sumps before or after fueling. He stated no, he does not sump the tanks, as he has never experienced water contamination in the fuel of this aircraft.

On JAN 30th, at approximate 1340 local, a normal take-off and climb to assigned altitude of 12,500 MSL was performed. Approximately 5 minutes at cruise in VMC conditions with broken cloud cover below, the engine abruptly failed without warning or abnormal indications prior to the failure. He stated he noted normal fuel pressure indication just prior to the failure and the left fuel tank was selected at the time.

Ruble declared an emergency/engine out with ATC (NY Center) and advised intended airport to land was ZER (Zerby Airport), approximately 8 miles away.

Ruble attempted several engine restarts during the descent from cruise altitude, without success. During the descent, he stated he had intermittent visual contact with ZER and maneuvered for a right base to the west runway. While approaching the airport from the north he decided he would not reach the airport and maneuvered to land on the highway north of the airport. He could not recall the altitude at which he elected to attempt landing on the highway. (PA Route 901) He stated he kept the landing gear and flaps retracted to extend the glide.

He stated he does not recall the actual touchdown on the highway and only recalls exiting the aircraft and assisting his passenger out of the aircraft.

Ruble stated the aircraft has approximately 3000 hours time in service and engine has 575 hours since new. At approximately 500 hours since new and on or about June 2016, six (6) each cylinders assemblies were replaced for repair of low compression on several cylinders. The engine has been operating normally since this maintenance.

Mr. Ruble stated Gary Roach of Falcon Aire Aviation in Lehighton, PA has exclusively maintained the aircraft for the past three years. The last annual inspection was performed in June 2016.

Ruble agreed to provide the maintenance and repair records to the FSDO for inspection and to provide the date of his most recent Flight Review.

The conversation ended approximately 1135 AM.

James H. Pool
Aviation Safety Inspector