

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 1243 EDT	DATE 06/22/2023
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Kenneth Sager - Aircraft PIC, Personal Residence			
James Williams - ASI, HAR FSDO			
Jerome Wells - ASI, HAR FSDO			
SUBJECT Aircraft N3178D Accident on 05/31/2023 in vicinity of the Capital City Airport (CXY)			
DIGEST			
I contacted Mr. Sager on 06/14/2023 to obtain an email address. I provided him with written notification of the Pilot's Bill of Rights (PBR) via the Compliance Program and Airman Rights Brochure. Additionally, I provided him with a copy of the Privacy Act Notice. Mr. Sager was still recovering from injuries from the accident and not feeling up to an interview at that time. I asked him to contact me when he was able to discuss the accident. I received a voicemail from Mr. Sager on 06/20/2023 indicating that he was released from the hospital and was able to discuss the accident. I contacted him on 06/22/2023 at 0856 EDT and setup an interview for 1245 EDT on the same day. Below is a summary of the interview.			
06/22/2023, 1245 EDT - Before beginning the interview, I confirmed Mr. Sager had received the PBR and Privacy Act Notice and asked if he had any questions regarding the documents? He acknowledged receipt and an understanding of both documents. I began the interview with Mr. Sager by stating that I was glad he was released from the hospital and asked how he was feeling. He indicated that he was recovering well but was still undergoing physical therapy for the injury to his ankle. I then asked Mr. Sager to provide a summary of the day of the accident beginning with any preflight planning and continuing through the accident sequence. Mr Sager began by saying that he was planning a trip to Alaska in July 2023 utilizing this C-180 and wanted to start taking it on some longer flights in preparation for the trip. He indicated that "top end" engine maintenance was performed in October of 2022 including replacement of the cylinders and pistons. He stated that he had been performing the break-in procedures for the engine maintenance as recommended by the repair facility which included running the engine "pretty hard". He also stated the engine had been serviced with Aeroshell mineral oil after the engine maintenance but had been changed out for regular Aeroshell engine oil (cont.)			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
Data from this interview will be considered in determining causal factors in the accident. Follow-up actions will be determined after the investigation is complete.			
DATE 06/22/2023	TITLE Aviation Safety Inspector	SIGNATURE JAMES EDWARD WILLIAMS	

at the end of the break-in period.

He stated that he planned a Visual Flight Rules (VFR) cross country flight with his brother from Farmers Pride Airport (9N7), to Brokenstraw Airport (P15), to a private airstrip along the Cheat River in West Virginia, with a final leg returning to 9N7. He indicated the weather was VFR and wind was from the northeast around five knots. He stated that he routinely utilizes ForeFlight as his main flight planning tool. He stated that prior to departing 9N7, he filled both wing tanks to the brim of the filler cap to ensure they had the full 55 gallon usable fuel load. Mr. Sager stated the first leg of the flight to P15 was 1.3 hours according to his digital Hobbs meter. He indicated they took a 45 minute break at P15 before continuing on the next leg. He stated he did not refuel at P15.

Mr. Sager stated they departed P15 en route to a private airstrip along the Cheat River. He stated the flight was 1.4 hours according to his Hobbs meter. He indicated they took a break of approximately 1 - 1.5 hours before starting the final leg of the flight to 9N7. He stated he did not refuel at this location.

Mr. Sager stated they departed the private airstrip en route to 9N7. In the vicinity of Carlisle, PA, he recalled telling his brother he was considering stopping at the Carlisle Airport (N94) for fuel. He stated that due to concerns over the availability of fuel at N94, he decided to stop at the Capital City Airport (CXY) for fuel.

Mr. Sager stated that shortly after changing course to CXY, he starting experiencing an engine failure. Mr. Sager stated he started emergency procedure steps which included: applying carburetor heat, adjusting the fuel mixture to rich, working the throttle, and attempting to prime the engine. Mr. Sager stated he adjusted his airspeed to the Max Glide Airspeed of approximately 70 knots. He recalled his altitude being approximately 3,500 Mean Sea Level (MSL) at the time of the engine failure. Mr. Sager stated that once he determined he could not reach CXY, he decided to attempt a landing on the westbound lanes of the Pennsylvania Turnpike (I-76). Mr. Sager was unable to recall events after the impact of the crash.

Additional information provided by Mr. Sager during the interview:

- This was his first time flying this route.
- He completed 3 takeoffs with climbs to cruise altitude.
- Cruise altitude varied between 3,000 - 5,500 MSL depending on the leg.
- He utilized approximately 130 knots for cruise speed.
- He did not obtain fuel after departure from 9N7.
- He estimated his fuel requirements on a burn rate of 12 gallons per hour (GPH) based on previous flights.
- He did not always refuel after short flights.
- He utilized 25 inches of manifold pressure for takeoff power, then reduced to 23 inches for cruise and applied fuel leaning techniques.
- His fuel mixture leaning technique is to lean the fuel to keep the cylinder head temperature below 400° Celsius.

At the conclusion of the interview, Mr. Sager stated that he believes he still had adequate fuel on board the aircraft at the time of the engine malfunction.

--Nothing Follows--