

Lynn Spencer
Air Safety Investigator
Aviation Safety / Eastern Region

Date: September 6, 2023
Subject: ERA23LA363 Record of Conversation
Contact: Shekar Kumar, pilot

The following is a record of conversation with Mr. Shekar Kumar. Mr. Kumar was interviewed by phone on September 6, 2023, at 1156 EDT. He was called at [REDACTED] and provided an e-mail address of [REDACTED].

At the beginning of the interview, he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

At this stage of the conversation, he was advised that for transparency I would be typing the notes and would send to him for review and comment.

He stated that the airplane had about 24 hours since a new engine was installed, and the oil and filter had been changed. Everything was fine, and looked good, and he flew to Dekalb-Peachtree Airport (PDK), Atlanta, Georgia to make sure everything was okay and there were no issues. The next day, on September 2, he flew from Greenwood County Airport (GRD), Greenwood, South Carolina to Gary/Chicago International Airport (GYG), Gary, Indiana, and that flight was completely normal. He purchased about 48 gallons of fuel to fill the tanks at GYG (37.5 gallons useable fuel on each tank).

On September 4, 2023, he preflighted the airplane, checked the fuel, and noted no anomalies. He filed an IFR flight plan from GYG to GRD and started the flight with the fuel selector set to the right tank. He flew for about an hour, then switched to the left tank, and had flown for 30-40 minutes. He believes that he was on the left tank when

the engine stopped producing power and the engine instruments went completely blank. He knew that the autopilot was trying to hold the altitude and that the engine had failed. He believes that the propeller continued to windmill; however, the engine was not producing any power and he was losing altitude fast. He disengaged the autopilot, advanced the throttle, and established the glide speed and took no other remedial actions. He announced an emergency to Lexington Approach, and they advised him of an airport at 12 o'clock. He aimed for the airport. He did not lower the landing gear as he did not want to lessen his glide distance. On the downwind he believed that advancing the throttle to full made things worse with the glide. Because of this he reduced the throttle. He knew he could not make the runway, so he left the gear in the up position and just aimed to land on airport property. He landed on the grass on airport property. After they landed, he turned the fuel selector to OFF.

The call ended at 1209 EDT.

The digest was e-mailed to him for review on September 6, 2023. He replied on September 6, 2023, at 1923 EDT. The final digest was e-mailed to him on September 7, 2023.

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 1113LCL	DATE 09/04/2023
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Mayberry, Benjamin		CE17	BJM
Kumar, Shekar (Pilot)			
SUBJECT N1WN Event at Capital City Airport			
DIGEST			
Telephone call with pilot of the aircraft (N1WN) regarding the engine failure and subsequent landing at the Capital City Airport (KFFT). Pilot stated that he had departed Gary, Indiana (KGYG) and was en-route to Greenwood, South Carolina (KGRD) when he had a sudden engine failure while cruising at 7,000 feet. The pilot stated that he communicated his emergency with Lexington Approach and diverted to the Capital City Airport (KFFT). He stated that he was around 7 Nautical Miles from the airport and elected to leave his gear retracted as he thought that he would not make the field with the gear down. He landed, gear up, at the KFFT infield where he crossed a taxiway and came to rest in the grass infield of the airport. There were four (4) persons on board and the pilot said that there were no injuries except his mother-in-law was complaining of back pain and was at the hospital. During the call, the pilot said there was no prior indications of any issues and that the engine failure was very sudden. He said that the engine was new and only had around 27 hours on it since it was installed.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
Awaiting photos to determine the damage and waiting for the report of any injuries or not. Will continue to investigate.			
DATE 09/04/2023	TITLE Supervisory Aviation Safety Inspector	SIGNATURE	