



Memorandum for Record

Fabian Salazar
Air Safety Investigator
National Transportation Safety Board
Investigator in Charge

NTSB Accident Number: WPR21LA292
Aircraft Registration & Make/Model: N8884 / Cessna 180K
Accident Location: Mt. Hood, Oregon
Accident Date: July 23, 2021

In an email dated October 18, 2021, the pilot reported that the JPI 830 engine data monitor (EDM) was invoiced on August 5, 2020, under SO#20-PCA-255 and invoice # IN20-PCA-3130. The line item included two custom fuel lines.

He reported that the time he had on the airplane since the install was about 41.1 hours over 42 flights, which meant that most of the flights were under an hour and would have allowed the engine to cool down [between flights.] He stated that the cool down time prior to the accident flight was 5 minutes when he picked up his passenger.

He also stated that his A&P mechanic flew the airplane another hour or two and commented on how smooth the engine was and how great the airplane flew.

In an email dated July 5, 2022, the pilot reported that after the loss of power, he quickly turned north in the general direction of Ken Jernstedt Field (4S2). He then used his iPad personal electronic device (PED), loaded with the Wing X application, and selected "Direct to 4S2." He reported that after a couple of minutes he determined that he would not make it to 4S2, but he could see that Hanel Field (0OR9) was on a direct path, and he should be able to make it there. He then selected "direct to Hanel Field."

In a second email dated July 5, 2022, the pilot confirmed that the flight took place on July 23, 2022, and that the shutdown was between 5 and 10 minutes. He reported that he had no difficulty starting N8884's engine at any time. He stated that he had talked to an A&P mechanic who stated that the fuel transducer installation looked unconventional.