

8-4/18

Unsuccessful flight up to Short final to Runway 18 at OXI. Downwind, Base & final all normal. I put landing gear down on downwind leg just prior to turn to base. flaps down after turn to final. Speed on final 90 mph slowing to 80 mph indicated. Wind was 180 @ 10 & 15. At Short final I attempted to add a little more power but engine did not respond. It was still running but stuttered when adding power. I was on the Right main fuel tank which was at least 3/4 full. I turned on the Boost-pump to Emergency High. Engine came back but again stuttered but did not come back. By this time I was too low to make the Runway or put the gear up. I slowed as slow as I could without stalling (approx. 60 mph indicated) and landed in a cornfield.


[Redacted]

[Redacted]

[Redacted]

N533JW Accident August 4, 2018 (OXI) Knox IN Inspectors Statement.

Departed office on August 6, 2018 at 6:30 AM, arrived at OXI airport at 9 am. Spoke with airport management to get assistance locating the aircraft.

Located aircraft in corn field at about 9:30 am.

Began photographing and inspecting the aircraft.

The nose wheel was bent out from under the aircraft to the left. The engine was pulled downward from the firewall. The firewall was buckled and the nose gear mount structural box was bent to the left. The firewall was buckled and some structure had multiple rivets pulled through.

I opened all wing fuel tanks and fuel could be seen at various levels

Fuel selector was in a non-labeled position. The pilot stated he was in a hurry to shut everything down and put it there just before exiting the aircraft. I checked the fuel selector for controllability. I rotated it through all positions including non labeled positions successfully. I placed the fuel selector to the off position.

Ignition was in the BOTH position. The battery was switched off. I switched off the ignition.

Flight controls have continuity. Rudder pedals had limited movement.

Right side main landing gear is collapsed.

Removed 4 bolts holding engine hood to access engine compartment.

The engine had oil, it was light amber in color.

Propeller blade on left side is bent at a 45 degree angle about 1 foot from hub. Slight bend in right blade about 20 inches from hub.

Found a box containing 3 orange cargo straps under right wing. Moved them to the right rear seat on the floor. The owner came later and took them with my permission.

Disconnected fuel line at distribution spider and a small amount of fuel was present. Disconnected fuel line at elbow about 6 inches from distribution spider fuel was running from hose. Reconnected fuel lines.

Spoke with pilot Jeffery F Long about this aircraft. Fuel tank was 1/3 on aux, left was 1/4, and right was 1/2. He switched from the left main to the right main about 3-4 minutes prior to landing with no issues. The OAT that day was about 85 degrees with wind 180-220 at 7-15 knots. As he approached the runway, on a straight in approach, he put the engine to idle. He needed to add power to make the runway. The engine did not respond to the added throttle. He was not sure if it was running. His wife Kathy Long, was in the rear seat and did not know there was a problem. She said she did not remember the airplane going quite like when the engine quit before. The airplane landed in the corn field about 1/3 mile from the runway in line with the runway. There were no injuries to the pilot or the three passengers.

Pilot stated he was having issues on hot days with the engine stalling. He stated the engine idle was about 560 rpm at idle. At times after taxiing to a runway, the engine would stall when it was brought back to idle. It would start right up again. He complained to his mechanic James Rickenburger 1749866, the mechanic said it was within limits and did not adjust it.

The last annual wan 100 hour was completed on July 30. The mechanic did the engine work and Mr. Long did multiple airframe work items with the mechanics oversight.

Prior to the annual inspection there was an issue with the aux tank vent tube. The tube was not installed correctly, causing a vacuum on the aux tank. When the aux tank was used to feed fuel to the engine the engine would die in flight. The vent tube was replaced and the engine would continue to operate in flight on the aux tank.

After the annual was done the engine ran better. He had one experience, after landing the engine seemed like it was going to stall but he advanced the throttle to prevent that.

Glenn
Anthony

Digitally signed by
Glenn Anthony
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