



Shaun Williams  
Senior Aviation Accident Investigator  
Office of Aviation Safety - Central Region

**Date:** August 14, 2023

**Subject:** CEN23LA233 Postaccident Examination

On June 7, 2023, FAA Inspector Gary Kwasniewski conducted a postaccident examination of N8843L that had experienced a loss of engine power shortly after departure. Inspector Kwasniewski inspected the accident airplane at Carrington Municipal Airport, Carrington North Dakota. The following information was obtained during his examination:

"Piper PA25-235 S/N 25-5354

Lycoming O-540-B2C5 (5211.19 Tach Time)

(5209.9 Tach at Annual Inspection)

Verified flight control travel to the stops

Verified throttle, mixture and carb heat control travel

Magnetos were secure

Fuel visually confirmed in tank

Fuel indicator showed approximately 20 gallons

No oil leaks noticed, oil filter was secure and safety wired

Oil level was good (approx 10 qts) and oil looked clean (1.3 hours since oil change according to aircraft logs)

Fuel drained from float bowl looked clean and bright

Fuel filter was clean, fuel shutoff valve did not shut off fuel flow post-accident

#3 bottom spark plug was saturated in oil - all other bottom plugs were clean. Nothing abnormal noted looking through spark plug holes at pistons/cylinders.

A small bird was found in the air cleaner, but ducting was clear up to the carburetor inlet

½ of a hose clamp was found under the carb heat flapper (post accident). Carb heat control still operated but would not close the flapper completely. Hose clamp piece appeared to be broken from the carb heat shroud around the exhaust." \*\*END\*\*