

INSPECTOR STATEMENT

Date: 06/28/2023

From: Edward S. Janos, FAA ASI

Subject: N4008Q Accident

Narrative: The purpose of this statement is to document the observations and findings collected during my onsite investigation and subsequent follow-up inspection of the accident involving a Piper PA28-181 aircraft, N4008Q, S/N 28-7790468.

On 06/24/2023, FLM Richard Anderson contacted me and requested I travel to KOZW airport to investigate an accident involving N4008Q, a Piper PA28-181. I arrived approximately 11:15 AM EST at the accident scene and observed the following:

- 1) The aircraft landed short of runway 31, impacted and went thru the localizer antenna.
- 2) The aircraft was located in the grass approximately 1000' East of runway 13 facing east with substantial damage.
- 3) R/H wing 95% detached from the fuselage with numerous leading edge impacts
- 4) L/H wing damaged, underside punctured and leaking fuel
- 5) Nose Landing Gear bent/damaged and pushed upward into engine compartment, nose wheel lying approximately 20' west of the aircraft
- 6) Numerous fuselage wrinkles and dents
- 7) Cabin Door open and damaged
- 8) Engine upper cowl removed and lying near aircraft
- 9) Propeller blade bent
- 10) Fuel Selector in the off position
- 11) Carb Heat in the off position
- 12) Power lever in the full power position

Mr. Andrew Dippold, the pilot of the aircraft, was at the scene and indicated he and his passenger were uninjured. I conducted an interview with Mr. Dippold during which he gave the following information: The intention of the flight was a post inspection flight and after a successful ground run and leak check the aircraft took off west bound on runway 31, following Cessna N2322Y in the pattern. Mr. Dippold performed a touch and go without incident, and entered the pattern for a second landing.

Per the checklist, carb heat was turned on, fuel pump on, flaps positioned down and throttle was pulled back to idle (approx. 900 RPM) to begin the descent. When the throttle was pushed forward during approach the engine did not respond, carb heat was turned off with no change in power and the pilot attempted to land the aircraft, hitting the ground short of the runway and proceeded though the localizer before the aircraft came to rest.

After concluding the interview with Mr. Dippold, the NTSB was contacted and I requested the aircraft be moved to a secure hangar. The airport manager for a flatbed tow truck and the aircraft was moved to the airport transient hangar. This concluded my onsite investigation.

On 06/28/2023, FLM Anderson and I travelled to the KOZW airport and performed the following inspections, as requested by NTSB inspector Rutt:

- 1) Visual inspection revealed no obvious defects, other than accident damage.

- 2) All carb linkage was connected and moved freely.
- 3) Mixture, throttle and carb heat had travel from full open to close/off.
- 4) Verified carb heat door moved from open to close as required.
- 5) Ran electric fuel pump and noted fuel flow from output line.
- 6) Obtained fuel sample from gascolator, inlet fuel line and fuel pump. No water or contaminants noted.
- 7) Air filter and box were removed – filter was new and properly installed.
- 8) Oil filter was new and installed properly
- 9) Drained a sample of oil. No contaminants or metal noted.
- 10) Removed top spark plugs and performed a pull thru compression/suction test on all cylinders. All cylinders had compression/suction.
- 11) Removed #1 rocker cover and verified cam continuity, rockers moving as required during pull thru of engine.
- 12) Removed carburetor and inspected the following for contaminants and discrepancies: finger screen, fuel bowl and float. No contaminants or discrepancies noted.
- 13) Accelerator pump had positive pressure/squirt during manual actuation.
- 14) Gascolator bowl removed, found bowl and filter clean.
- 15) Observed fuel flow from mechanical fuel pump during engine pull thru.
- 16) Performed spark check of top plugs.
- 17) Verified Magneto impulse coupling fired during pull thru of engine.
- 18) Fuel selector moved to all positions as required.

This concluded the inspection of the aircraft and accident.

**EDWARD S
JANOS**

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Edward S. Janos
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