

Inspector Statement
ASI Corey Paczkowski
Recorded 11/27/2017 @10:30 am

On November 18, 2017 at 12:12 pm local time our office was notified of an accident with aircraft N8758N, a 1969 PA-28-140, serial number 28-25579. This occurred at 11:10 local time in a small field ¼ mile from Bladenboro airport (3W6) in Bladenboro NC. Since there were no injuries our office decided to wait till Monday November 20, 2017 to send the investigators. The owner and pilot of the aircraft is Robert E Hester, Jr. at P.O. Box [REDACTED] Bladenboro NC 28320, Private Pilot Certificate number [REDACTED] His date of birth is [REDACTED] 1961.

I was requested to investigate the accident along with Inspector Tim McQuain. We left Greensboro FSDO at 8:00 am and arrived on scene at 11:00 am 11/20/2017. We met the pilot at his shop in Bladenboro and he handed us a written statement. After that he led us to the aircraft.

The aircraft was in a small field sitting upright with the nose facing 001 degrees North. The aircraft came to rest at Latitude 034 degrees, 32 minutes, 58 seconds North, Longitude 078 degrees, 46 minutes, 37 seconds West. The tire tracks in the field suggested that the approach heading and landing was on a heading of 282 degrees. The nose wheel had been ripped off and was sitting about 7 feet in front of the plane. The propeller had one blade bent rearward, the other blade was straight. There was damage to the left and right leading edge of the wings and the windshield was cracked on the right side. Tim started to investigate the fuel and engine and I went inside the aircraft. The throttle was found in the full throttle position, the mixture was in the full rich position, and the carb heat lever was in the off position. The mixture was on the right tank in the detent. Battery master was off and the magnetos were in the off position and key removed. The flaps were up. All circuit breakers were in. I then got out and checked the fuel tanks, there was more than ½ fuel in each tank. I then assisted Tim with his inspection. Tim did find a dirt dobber (insect) nest in the carburetor heat control box. It was jammed on the carburetor heat valve, where the valve could not close all the way for full carb heat. We documented this with pictures. The weather was clear and VFR, the temperature at the time of the accident was about 62-65 degrees Fahrenheit. The dew point was between 45-48 degrees Fahrenheit. This is about a 17 degree spread which could be conducive of carburetor ice. I helped turn the propeller through, and spark was obtained on the plugs. The engine did not bind and turned easy.

I then asked Mr. Hester how he made his approach since it was such a short field. He said that he came in over the tree line pretty steep due to the field being short, and then flared and touched down wings level and level pitch. The plane bounced about 3 times and a small tree at the end of the run caught the wing and spun the aircraft to where it sits now. From the initial touchdown area where the weeds were flattened by the wings and main wheels to where it

stopped was about 80 paces (240 yards). He also said that he had had the electric fuel pump on, the mixture was rich and the carb heat was on, but it wasn't doing anything and then he turned it off. He said the engine would not maintain rpm.

The records showed the last annual inspection was performed on 9/26/17 at a tach time of 4334. Tach showed 4335.67 at time of accident. We left the scene on 11/20/2017 around 15:30 local.



ASI Corey L. Paczkowski
Greensboro FSDO EA-39