

From: [REDACTED]
To: [REDACTED]
Subject: WPR22LA177/ 105088 notification
Date: Tuesday, May 17, 2022 7:36:13 AM
Attachments: [20220514_214033767 iOS.jpg](#)
[20220514_214035833 iOS.jpg](#)
[20220514_215150542 iOS.jpg](#)
[20220515_224136621 iOS.jpg](#)
[document05-15-2022-165009.pdf](#)

This one should be right up your alley. Mark Platt should be sending you some service letter and maintenance data. Worth checking the data tag to see if this was converted from a CS model.

ACCIDENT #: WPR22LA177/ 105088

FSDO COVERING: BOI

INSPECTOR: [REDACTED] – Josh said it might get assigned to another inspector.

DATE OF ACCIDENT: 5/14/22

TIME OF ACCIDENT: 1430 LCL

NUMBER OF CREW / PASSENGERS: 1/0

INJURIES: 0

AIRCRAFT REGISTRATION: N3960M

MAKE/MODEL: Piper PA12 (Super Cruiser)

PART: 91

LOCATION OF ACCIDENT: Enterprise, OR

DESCRIPTION OF EVENT:

The windshield became covered with oil during takeoff, and the pilot initiated a return to the runway, but with almost no forward visibility ended up putting it in a field about ½ mile east. About 50 flight hours prior the same thing happened while his friend was flying, but he was able to put it down safely. It was discovered that the expansion plug at the forward end of the crankshaft came out. His mechanic put it back in. The oil in this accident was coming from the nosecone, so he assumes the same thing happened.

- I told him he could remove the nose cone to confirm.

- He left the airplane in the field and is letting his insurance company manage the recovery.

LAST POINT OF DEPARTURE: 8S4

DATE/TIME

INTENDED DESTINATION: LCL

WX: KJSY 142135Z AUTO 10SM SCT020 SCT025 BKN050 13/06 A3014 RMK AO2 T01300058 TSNO

DAMAGE: Substantial to lower left fuselage

PILOT'S NAME:

Kenneth Rouse

[REDACTED]

[REDACTED]

Elliott Simpson

Senior Aviation Accident Investigator

National Transportation Safety Board

Western Pacific Region - Los Angeles

[REDACTED]

[REDACTED]

[REDACTED]