

		Accident #: WPR21LA136 (PC-102779)	
Notification From: SEA ROC (Kevin)		Date: 3/16/2021	Time: 1730
FSDO: Portland		FAA Inspector: Jason Lawver [REDACTED]	
N#: N5060W	Make: Piper	Model: PA28-160	
Location: Myrtle Creek, OR	Identifier: 16S	Type Activity: 91	
Operator: see pilot below		Operator Code: na	
Operator Address: see pilot below		Phone: see pilot below	
Date: 3.16.2021	Time: 1630	Zone: PDT	Damage: Substantial
Injuries: Minor	Fire: Y <input type="checkbox"/> N <input checked="" type="checkbox"/>	Property Damage: none	
WX Brief: Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	Weather: KRGB 161626Z 25003KT 3/4SM BR OVC002 M01/M01 A3018		
Flight Plan: None		ATC Contact: Y <input type="checkbox"/> N <input checked="" type="checkbox"/>	Facility: na
Pilot Name: David Lee Ingwerson		Injury: Minor	
Address: [REDACTED]		Home: [REDACTED]	
		Work: does not have email	
Cert#: [REDACTED]	Ratings: Private	DOB: [REDACTED]	Medical: Third Class
		Date: 5/19/19	
Occupants: none	City/State:		Injury:
			Injury:
			Injury:
			Injury:
Dept: Roseburg, Oregon	Time: 1600	Zone: PDT	Dest: Myrtle Creek (16S)
<p>Circumstances: The pilot report that after a normal landing on runway 3 with a right crosswind, the airplane veered to the left, which he could not correct from. The airplane subsequently exited the left side of the runway, after which it encountered soft dirt, which resulted in the nose landing gear collapsing, a propeller strike, and damage to the outboard leading edge of the left wing. Pilot given conditional authorization to move the airplane to his hangar for damage assessment by:</p> <p>[REDACTED]</p> <p>Mechanic reported left wing spar damage per inspection 3/17/2021</p> <p>LEO on scene: [REDACTED]</p>			
A/C Disposition:			Comp Time:

From: [robert levin](#)
To: [Little Thomas](#)
Cc: [REDACTED]
Subject: Re: PA28 runway excursion event, Myrtle Creek, Oregon 3.16.2021 damage assessment request
Date: Wednesday, March 17, 2021 6:12:14 PM
Attachments: [image002.png](#)



Hi Thomas and Jason,

I was able to move the aircraft today without doing any further damage.

The engine mount and engine/prop were damaged and I informed Dave they would need replaced/repared as necessary. Engine will at least need a IRAN inspection due to sudden stoppage, but I recommended major overhaul since it will be opened up. No damage to firewall.

Right wing tip sustained very little cosmetic damage, I included a photo.

Left wing sustained damage from the tip inboard 46 inches, two ribs and the leading edge will have to be replaced.(from what I can see without getting more invasive)

If I were to do the repair I would fill out a form 337, that's just how I read Part 43 (b) IV. and there is damage to the outboard portion of the spar (not the heavy inboard portion).

I know a few IA's and mechanics that would argue its minor because Piper has such great approved data for this repair and all parts can be bought new.

I was just taught when in doubt do a 337. Better than arguing in court.

I hope this helps, please feel free if there is anymore I can do for you.

Thank You,
Robert Levin
A&P/IA/CFI-II/107