



National Transportation Safety Board Aviation Accident Preliminary Report

Location:	Brunswick, GA	Accident Number:	ERA16LA121
Date & Time:	03/01/2016, 1515 EST	Registration:	N1982F
Aircraft:	PIPER PA 46 350P	Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

On March 1, 2016, at 1515 eastern standard time, a Piper PA-46-350P, N1982F, was substantially damaged after a nose gear collapse during landing rollout at McKinnon St. Simons Island Airport (SSI), Brunswick, Georgia. The private pilot and two passengers were not injured. Visual meteorological conditions prevailed and an instrument flight rules flight plan was filed for the personal flight operated under the provisions of Title 14 Code of Federal Regulations Part 91. The flight departed from Florida Keys Marathon Airport (MTH), Marathon, Florida, about 1330.

The pilot stated that during landing on runway 16 at SSI, as the airplane touched down on the main landing gear, the landing appeared to be normal. Then, as the nose gear touched down, he heard a "pop" and then started "losing control of the nose". As the nose continued to drop, he applied aft pressure on the control wheel and attempted to maintain directional control until the airplane came to a stop. He then instructed the passengers to evacuate, performed the emergency procedures for shutdown, and then egressed.

Examination of the airplane by a Federal Aviation Administration (FAA) inspector revealed that it had incurred substantial damage during the landing. The area of the nose landing gear bay exhibited crush damage, the firewall was deformed, the wing leading edges were dented, and the fuselage displayed areas of compression buckling of the top and sides just forward of the windscreen. One propeller blade had separated near the root, and the other two blades exhibited significant damage at the tips, as well as scraping along the leading edges.

Examination of runway 16 revealed scrape marks consistent with propeller strikes along the centerline, about 800 feet from the threshold. There were 15 scrapes in a row, each about 12 inches long, oriented transverse (at right angles) to the runway. The row was about 15 feet long. About 2,000 feet down the runway and 20 feet to the right of the centerline, similar propeller scrapes were observed followed by some longitudinal scars about 20 feet long, consistent with the color of the cowling in the nose gear area. No marks were observed for the next 150 feet, where the longitudinal scrapes resumed at the runway's right edge and continued another 250 feet to where the airplane came to rest on the paved area along the right side of the runway.

According to FAA and maintenance records, the airplane was manufactured in 2012. The airplane's most recent annual inspection was completed on October 14, 2015. At the time of the inspection, the airplane had accumulated 569 total hours of flight time.

The airplane was retained by the NTSB for further examination.

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	PIPER	Registration:	N1982F
Model/Series:	PA 46 350P 350P	Aircraft Category:	Airplane
Amateur Built:	No		
Operator:	VALAQSUR LLC	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KSSI, 24 ft msl	Observation Time:	1453 EST
Lowest Cloud Condition:	Clear	Conditions at Accident Site:	Visual Conditions
Lowest Ceiling:	None	Temperature/Dew Point:	20° C / 13° C
Wind Speed/Gusts, Direction:	9 knots, 150°	Visibility	10 Miles
Altimeter Setting:	30.05 inches Hg	Type of Flight Plan Filed:	IFR
Departure Point:	MARATHON, FL (MTH)	Destination:	Brunswick, GA (SSI)

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None		

Administrative Information

Investigator In Charge (IIC):	Douglass P Brazy
Additional Participating Persons:	Steven L Davidson; FAA/FSDO; Atlanta, GA Robert Martellotti; Piper Aircraft Inc; Vero Beach, FL
Note:	The NTSB did not travel to the scene of this accident.