



Federal Aviation Administration

INSPECTOR STATEMENT

Jeanette R. Hibpshman
Aviation Safety Inspector (Operations)
SO-FSDO-13

DATE: August 4, 2021

Subject: Accident Investigation - N48UM

Digest:

On August 4, 2021, I travelled to Mt. Pleasant Regional – Faison Field (KLRO) to meet Airworthiness Inspector Daryl McMillan and TBM aircraft specialist Phil Santoro. After Mr. Santoro arrived, we walked over to the where N48UM was parked. It was located in the grass off the north side of the ramp. The aircraft was sitting on its main gear and nose, with the damaged nose gear collapsed rearward. A local mechanic brought an engine hoist over for lifting the nose of the aircraft up off the ground during Mr. Santoro's detailed inspection.

Mr. Santoro asked me if I had any of the details from the pilot on runway conditions, weather, how the approach to landing was flown, and whether the pilot had stated if there was anything not working. I shared the pilot statement details with Mr. Santoro and based on that information, he stated the pilot made the approach to landing not in accordance with published TBM POH procedures. The approach was flown approximately 30-40 knots over V_{ref} and with flaps set to approach instead of landing.

Upon initial inspection of the aircraft's exterior, Mr. Santoro noted that the deicing rubber boots on the wing's leading edges were cracked and un-airworthy. There were ripples on the skins of both wings showing damage. The main landing gear remained intact with no brake lines damaged. With the nose of the aircraft lifted, damage to the front of the aircraft could be observed. The gap between the engine cowlings and front of the aircraft was not even, denoting that there was enough force applied to compress the front of the aircraft. Mr. Santoro removed the top half of the cowlings and noted that indeed there was firewall damage. He removed a cover to the exterior avionics bay and further showed the extent of the firewall damage.

Mr. Santoro suited up in hazmat gear and climbed aboard the aircraft for an interior inspection. He performed continuity checks and found no irregularities. The brakes were found to be in good condition and the power lever had no binding and worked through its full range of motion. While inside the aircraft, Mr. Santoro passed all paperwork to me for inspection. I found the aircraft registration to be valid and the airworthiness certificate in good condition and valid. Although Mr. Santoro found a pilot's abbreviated checklist, a quick reference performance guide, and a laminated checklist, he could find no Pilot's Operating Handbook (POH) on board the aircraft.

After all inspections were completed by Mr. Santoro, Inspector McMillan, myself and Mr. Santoro completed a conference call with NTSB Agent Tim Monville. During this conversation, Mr. Santoro related the extent of the damage to Mr. Monville, stating the aircraft was a total loss due to the cost of the repairs necessary. To clarify, for the purposes of classifying this occurrence as either an incident or an accident, Mr. Monville asked Mr. Santoro if this was “substantial” damage and Mr. Santoro stated that it was substantial damage.

**Jeanette Renee
Hibpshman**

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