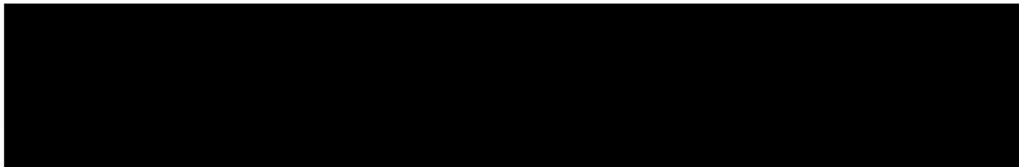


I got to Savannah aviation around 5:40 PM. I got the notebook for cirrus SR20 N177EM and walked across the tarmac and completed an extensive preflight inspection. All checklist items appeared to be in satisfactory condition. I entered the aircraft and got the current ATIS, which was foxtrot for Savannah airport. I called Savannah clearance and got a VFR clearance for pattern work. I was instructed to taxi to runway one via bravo. When I got to the runway, I performed the preflight runup as instructed on the checklist. All systems were operational and flight was a go. I told Savannah tower I was ready for departure and was instructed to lineup and wait on runway one. I got clearance to takeoff on runway one and to make Left traffic for runway 10. I turned base to final approach and landed on the numbers on runway 10 after receiving clearance, touching down on the main gear first and settling onto the front gear for an easy landing. The tower controller then had me come to a full stop and wait on runway 10 for crossing traffic on runway one. I then got clearance to takeoff on runway 10 and make right traffic for runway 10. I performed a clean takeoff and achieved pattern altitude of 1000 feet. I was halfway through the down wind for runway 10 and the controller asked me to do a left 360. upon leaving the 360 the controller asked me to make a base turn for runway one. I was then cleared for landing on runway one. I asked for the option of touch and go on runway one and was cleared. I touched down just past the numbers on runway one on the main gear first and settled onto the front gear. Upon settling onto the front gear and acceleration for touch and go, I noticed a vibration in the front gear. With the feeling of vibration on takeoff, I decided that I should do a full stop Landing and taxi back to Savannah aviation. I was cleared for left traffic landing on runway 10. I made left traffic for runway 10 and made my base to final turn. And I added the appropriate amount of flaps and set my approach speed per the checklist. With the feeling of the vibration on the front gear on the rollout of the previous touch and go, I opted for a soft field landing in an attempt to place most of the weight of the aircraft on the main gear and keep all weight possible off the front gear. Wind was checked at 070 @10kts. I touched down on the main gear, just past the numbers and kept a nose up attitude as best possible. As the nose settled, i heard a snap and noticed that it continued to settle after I felt touchdown. And I did my best to continue to have a nose up attitude and keep as much weight off the front as possible. As the aircraft slowed and I felt more weight getting on the front gear. I started

to hear a grinding noise and felt the nose continue to sink. as I realized that the prop was going to strike, I reached forward and turned the key off to kill the prop as well as cutting the fuel off. The aircraft came to rest on two blades of the prop and continue to slide down the runway. I did my best to maintain centerline as the aircraft came to a stop. I then called Savannah tower to let them know that I had suffered front gear collapse and was unable to move. I then stayed in the aircraft and listened to tower directions until Help arrived on the scene. I then got out of the aircraft took pictures of the scene and contacted Dave Scroggs. I then surveyed the scene and discussed what happen with Ricky Rushing, Director of operations at Savannah Airport. Ricky and I then called Hal Ingram at the FAA and followed his instructions. I stayed with the aircraft until Savannah aviation personnel arrived and towed the aircraft back to Savannah aviation 's hanger.



7/13/23