

INCIDENT DESCRIPTION

N918BM

March 15, 2025 Brian Selfe and his wife Andrea (along with our 2 dogs harnessed in the back seat) departed Marco Island Fl (KMKY) at 09:20 EDT arriving at Augusta GA (KAGS) at 11:57 EDT. After taking on fuel and bathroom break we departed KAGS at 12:35 EDT arriving at Warrenton (KHWY) 14:49 EDT.

Because of cloud ceilings, an instrument approach was required. Based on the AWOS which was monitored on #2 Comms for the duration of the procedure turn Winds were variable from 160 to 210 at speeds from 4 to 10 KTS. RNAV 15 approach was requested and clearance received. Once stabilized on the approach frequency change was requested and approved and frequency was changed from 128.52 (POT APP) to 122.7 the Unicom for KHWY. The approach was flown as a coupled approach with the auto pilot flying the Glide Path. Top of clouds was 3200 MSL bottom of cloud deck was 1700. We were only in the clouds for about 3 minutes.

Upon getting below the cloud deck and calling runway in sight, I switched back to 128.52 and canceled IFR then switched back to 122.7. At this point we are 3 miles out configured with T/O flaps flying at an air speed of 105-110 KTS. I turned off the autopilot and began hand flying the approach. I added full flaps and began trimming for 95 KTS intending to trim to 85-90 KTS at 500'.

Crossing the numbers I noticed the airspeed had not come down where I wanted it. It was 95-98 KTS. Given the 5,000 ft runway, this was not a huge concern and I brought the nose up a little and reduced power. Just prior to touchdown a gusting cross wind came up pushing me a left of the centerline. I corrected with right aileron and left rudder then continued to touch down.

As I touched down I felt a soft bump rather than the typical soft touch of the main gear. Next there was a large bounce and I realized we were porpoising and before I could react one more even larger occurred. This one resulted in the nose gear collapsing. We were now at the left edge of the runway. When the gear collapsed,

the propellor struck and we ended up facing close to 90 degrees of runway heading part on the grass and part on the runway. I pulled the mixture to lean and turned off the batteries and the ignition. We quickly opened the doors and exited the aircraft with the dogs.

Upon consultation with my CFii he told me that the initial “bump” I felt was the nose wheel hitting before the main gear. I believe that during my adjustment to the crosswind I allowed the nose to go down and did not sense that it had happened likely resulting in the porpoising.