



MEMORANDUM FOR RECORD

Michael Hicks

Air Safety Investigator

(GAAID) General Aviation Accident Investigation Division

July 18th 2016

NTSB Accident Number: GAA16CA378

Aircraft Registration & Make/Model: N465BP, PA-46R-350T

Accident Location: Denver, CO

Accident Date: 14JUL2016 @ 1200 mdt

Subject: Memorandum for Record – Statement of FAA Inspector (Ronald Budnick)

In support of the NTSB accident investigation involving accident airplane N465BP, in Denver, CO, the following is a statement from the FAA Aviation Safety Inspector that examined the accident airplane. The statement was sent via email to the NTSB Investigator.

The 2008 Piper Mailbu Matrix, N465BP, that had a nose gear collapse upon landing at Front Range Airport, CO (FTG) on Runway 26 on 07/14/2016 appears to have incurred substantial damage.

Upon nose wheel contact with the centerline of the paved, asphalt runway it appears during engine rotation several blade tips minimally struck the pavement evidenced by black paint marks and minor scarring. Then, the nose came off the ground (and probably the entire airplane went airborne) for approximately 100 feet as the airplane continued forward along the runway centerline, at which time it appears severe propeller & nose gear impact occurred again striking the pavement. This is evidenced by deep scarring in the asphalt (possibly at a nose down attitude). At which time considerable damage to the prop tips occurred with debris from the blades & asphalt scattered along the runway as the airplane continued forward along the centerline with black (rubber) nose wheel tire marks beginning to appear. The propeller blades continued to rotate with the tips striking the ground and continuing to shred the blade material as evidenced by evenly spaced scarring along the pavement and continuous, black nose wheel tire marks. The airplane started to veer to the right of the centerline with main gear black tire marks starting to appear, too. Until a point was reached when the engine stopped rotating and the nose gear fully collapsed backwards as evidenced by white paint marks and metallic material scarring the asphalt. The airplane continued to veer to the right sliding on two of the

propeller blades and the nose of the fuselage where it eventually completely departed the paved runway coming to a rest in the dirt.

The entire distance from the first visible propeller strike to the point of resting is approximately 735 feet. The distance from the second visible, and more severe propeller strikes, to the point of resting is approximately 635 feet. The distance from the collapse of the nose gear to the point of resting is approximately 315 feet. Due to initial or subsequent impact with the runway or when the nose wheel collapsed when the airplane fuselage settle on the runway, a portion of the nose gear system traveled upward and aft through the engine firewall. This could be seen upon opening the forward baggage compartment which is located between the engine firewall and the cockpit forward bulkhead. There was also evidence of some forward fuselage structural damage due to exterior wrinkling of the metal skin on the right side of the airplane at the forward baggage compartment as well as a misalignment of the compartment access panel upon opening and attempts to close it. The gear handle was noted in the down position at the site. Some minor damage occurred to the rubber leading edge boot of the left-side wing as evidenced by marks and a tear (probably from propeller debris during rotation and destruction. No other airplane damage was observed.

Further inspection on 07/15/2016 of the nose gear system revealed no evidence of mechanical failure, after the front of the airplane was lifted up in the hangar. This inspection was performed with the assistance of an airworthiness inspector, John Berens, who is familiar with the Piper Malibu.

Ronald A. Budnick

Assistant Training Center Program Manager

(Aviation Safety Inspector)

This is page 1 of 1 and nothing follows.