



Aviation Investigation Final Report

Location:	Gallipolis, Ohio	Accident Number:	ERA24LA002
Date & Time:	October 2, 2023, 19:15 Local	Registration:	N7461W
Aircraft:	Piper PA-28-180	Aircraft Damage:	Substantial
Defining Event:	Landing gear collapse	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The student pilot approached the runway for landing and described that the main landing gear first touched down first. The nose landing gear then contacted the runway and immediately collapsed. The student pilot applied the brakes and the airplane departed the left side of the runway onto the grass. The airplane struck a lighting system and came to rest about 35 ft from the runway, which resulted in substantial damage to the right wing. The student pilot reported "there were no visible signs of mechanical failure" on the nose landing gear prior to the accident flight, and a Federal Aviation Administration inspector who examined the nose landing gear after the accident did not observe any mechanical discrepancies.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

A collapse of the nose landing gear during landing, which resulted in a runway excursion and collision with an approach lighting system.

Findings

Aircraft	Directional control - Attain/maintain not possible
Aircraft	Nose/tail landing gear - Not specified

Factual Information

History of Flight

Landing-landing roll	Landing gear collapse (Defining event)
Landing-landing roll	Runway excursion

Pilot Information

Certificate:	Student	Age:	48,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	July 26, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	87 hours (Total, all aircraft), 87 hours (Total, this make and model), 18 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N7461W
Model/Series:	PA-28-180	Aircraft Category:	Airplane
Year of Manufacture:	1963	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	28-1367
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	March 30, 2023 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2649.9 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C91 installed, not activated	Engine Model/Series:	O-360-A3A
Registered Owner:	On file	Rated Power:	180 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	PKB,805 ft msl	Distance from Accident Site:	45 Nautical Miles
Observation Time:	19:53 Local	Direction from Accident Site:	48°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	Unknown / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.2 inches Hg	Temperature/Dew Point:	21°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Charleston, WV (CRW)	Type of Flight Plan Filed:	None
Destination:	Gallipolis, OH	Type of Clearance:	VFR flight following
Departure Time:	18:50 Local	Type of Airspace:	Class D

Airport Information

Airport:	GALLIA-MEIGS RGNL GAS	Runway Surface Type:	Asphalt
Airport Elevation:	565 ft msl	Runway Surface Condition:	Dry
Runway Used:	05/23	IFR Approach:	None
Runway Length/Width:	3999 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	38.834111,-82.16343(est)

Administrative Information

Investigator In Charge (IIC):	Kemner, Heidi
Additional Participating Persons:	Larry Ward; FAA/FSDO; Cincinnati, OH
Original Publish Date:	December 21, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=193186

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).