



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Lubbock, Texas	Accident Number:	CEN24LA059
Date & Time:	December 10, 2023, 11:13 Local	Registration:	N8538N
Aircraft:	Piper PA28	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that during the approach the airplane was flying “3-5 mph faster than normal” to account for the gusting wind condition. Just prior to the nosewheel touching down, the pilot felt a “strong gust that pulled the nose of the aircraft into the wind.” As the nosewheel touched down, the pilot applied right rudder, and the airplane departed the runway. The airplane impacted a runway sign, the nose gear collapsed, and the airplane came to rest upright with a nose down attitude. The two occupants were able to egress from the airplane without further incident.

The airplane sustained substantial damage to the engine mount. The pilot reported that there were no preimpact mechanical malfunctions or failures with the airframe or the engine that would have precluded normal operation.

Probable Cause and Findings

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

The pilot’s failure to maintain directional control during the landing that resulted in a runway excursion, an impact with a runway sign, and a nose gear collapse.

Findings

Personnel issues

Aircraft control - Pilot

Aircraft

Directional control - Not attained/maintained

Factual Information

History of Flight

Landing-flare/touchdown	Loss of control on ground (Defining event)
Landing-flare/touchdown	Runway excursion
Landing-landing roll	Ground collision
Landing-landing roll	Landing gear collapse
Landing-landing roll	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	40,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
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:	February 8, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 154 hours (Total, all aircraft), 48 hours (Total, this make and model), 90 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N8538N
Model/Series:	PA28 235	Aircraft Category:	Airplane
Year of Manufacture:	1969	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	28-11337
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	August 1, 2023 Annual	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1887.68 Hrs at time of accident	Engine Manufacturer:	Lycoming Engines
ELT:	Installed, not activated	Engine Model/Series:	O-540 Series
Registered Owner:	On file	Rated Power:	235 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None
Operator Does Business As:	On file	Operator Designator Code:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KLBB,3241 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	289°
Lowest Cloud Condition:	Scattered / 25000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	18 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.34 inches Hg	Temperature/Dew Point:	7°C / -7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Borger, TX (BGD)	Type of Flight Plan Filed:	None
Destination:	Lubbock, TX	Type of Clearance:	VFR flight following
Departure Time:	10:00 Local	Type of Airspace:	Class C

Airport Information

Airport:	LUBBOCK PRESTON SMITH INTL LBB	Runway Surface Type:	Concrete
Airport Elevation:	3282 ft msl	Runway Surface Condition:	Dry
Runway Used:	08/26	IFR Approach:	None
Runway Length/Width:	8003 ft / 150 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	33.662302,-101.80977(est)

Administrative Information

Investigator In Charge (IIC):	Hodges, Michael
Additional Participating Persons:	Peter Keck; FAA Lubbock FSDO; Lubbock, TX
Original Publish Date:	February 20, 2024
Last Revision Date:	February 22, 2024
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=193510

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).