



Aviation Investigation Final Report

Location:	Greensboro, North Carolina	Accident Number:	ERA24LA133
Date & Time:	March 8, 2024, 11:55 Local	Registration:	N8455R
Aircraft:	Piper PA28	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The student pilot was landing with a crosswind. He stated that after the main landing gear touched down, a gust of wind pushed the airplane to the right. After the nosewheel touched down, the airplane was pointed toward the runway's precision approach path indicator lights. The airplane subsequently travelled off the right side of the runway and struck two of the lights. Both of the airplane's wings were substantially damaged. The pilot reported that there were no preimpact mechanical malfunctions or failures of the airplane 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 while landing with a crosswind.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Crosswind - Response/compensation

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion

Student pilot Information

Certificate:	Student	Age:	Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	December 8, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	56 hours (Total, all aircraft), 56 hours (Total, this make and model), 6 hours (Pilot In Command, all aircraft), 56 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N8455R
Model/Series:	PA28 140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	28-22356
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	February 21, 2024 100 hour	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:	40 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5170 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320-E2A
Registered Owner:	Skyways Group LLC	Rated Power:	140
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	GSO, 886 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	11:54 Local	Direction from Accident Site:	253°
Lowest Cloud Condition:	Few / 3000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Overcast / 3700 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.19 inches Hg	Temperature/Dew Point:	16°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	South Boston, VA (W78)	Type of Flight Plan Filed:	None
Destination:	Greensboro, NC	Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	Class C

Airport Information

Airport:	PIEDMONT TRIAD INTL GSO	Runway Surface Type:	Asphalt
Airport Elevation:	925 ft msl	Runway Surface Condition:	Dry
Runway Used:	05	IFR Approach:	None
Runway Length/Width:	9000 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	36.099251, -79.933604

Administrative Information

Investigator In Charge (IIC):	Boggs, Daniel
Additional Participating Persons:	Patricia Chriscoe; FAA/FSDO; Greensboro, NC
Original Publish Date:	May 3, 2024
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=193900

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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](#).