



Date: March 14, 2023

To: Timothy LeBaron, Director, Office of Aviation Safety

From: Dennis Diaz, Chief - Office of Aviation Safety - Eastern Region

Subject: Duplicate Aircraft Accident Reports (ERA22LA181/ERA22LA183)

It has come to my attention that due to an administrative oversight, two accident reports were issued for a single aircraft accident involving N9440D, a Cessna 172RG, which occurred in Waterville, Maine on April 6, 2022. The first report, ERA22LA181, was published on November 3, 2022, while the second, ERA22LA183, was published on September 1, 2022.

To rectify the situation, I recommend that the first report, ERA22LA181, be removed from the aviation accident database, and that a copy of this memorandum and the deleted report be placed in the public docket for ERA22LA183 for posterity. We believe that ERA22LA183 is written more clearly and better represents the information obtained in the accident investigation.

With your approval, the Office of Aviation Safety will proceed accordingly.

Dennis Diaz
Chief - Eastern Region
National Transportation Safety Board
Office of Aviation Safety

Attachment: Copy of ERA22LA181 Final Report
Copy of ERA22LA183 Final Report

Approved March 23, 2023

A handwritten signature in black ink, which appears to be "Timothy LeBaron", is written over a solid black rectangular redaction box. The signature is written in a cursive, flowing style.



Aviation Investigation Final Report

Location:	Waterville, Maine	Accident Number:	ERA22LA181
Date & Time:	April 6, 2022, 10:06 Local	Registration:	N9440D
Aircraft:	Cessna 172RG	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The student pilot was practicing soft field landings and recalled he "touched down harder than expected." The airplane bounced into the air, and he pulled back on the yoke. He said the airplane "crashed" onto the runway and skidded to a stop. After exiting the airplane, he noted that the nose landing gear had collapsed, resulting in substantial damage to the fuselage. The pilot reported that there were no 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 student pilot's improper flare, which resulted in a hard landing.

Findings

Aircraft	Landing flare - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-flare/touchdown	Hard landing (Defining event)
Landing-flare/touchdown	Landing gear collapse

Pilot Information

Certificate:	Student	Age:	27, 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 3 With waivers/limitations	Last FAA Medical Exam:	November 6, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	21 hours (Total, all aircraft), 21 hours (Total, this make and model), 3 hours (Pilot In Command, all aircraft), 21 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9440D
Model/Series:	172RG	Aircraft Category:	Airplane
Year of Manufacture:	1984	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	172RG1162
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	November 22, 2021 100 hour	Certified Max Gross Wt.:	2650lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5709 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C91 installed, not activated	Engine Model/Series:	O-360-FIG
Registered Owner:	On file	Rated Power:	360 Horsepower
Operator:	On file	Operating Certificate(s) Held:	Pilot school (141)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KWVL, 310 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	10:56 Local	Direction from Accident Site:	92°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots/	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.03 inches Hg	Temperature/Dew Point:	11°C / -7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Waterville, ME	Type of Flight Plan Filed:	None
Destination:	Waterville, ME	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	Waterville Robert LaFleur Airport WVL	Runway Surface Type:	Asphalt
Airport Elevation:	332 ft msl	Runway Surface Condition:	Dry
Runway Used:	05	IFR Approach:	None
Runway Length/Width:	5500 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	44.53325, -69.675528(est)

Administrative Information

Investigator In Charge (IIC): Alleyne, Eric

Additional Participating Persons:

Original Publish Date: November 3, 2022

Investigation Class: 4

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.nts.gov/Docket1?ProjectID=104899>

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).