

Re: Clarifications for the Preliminary report N62112

Good morning, Sir,

I hope you're doing well.

I am writing to respectfully request consideration of a few clarifications regarding the preliminary report for the accident involving Cessna 172P (N62112) on February 3, 2025, near Clarksville, TN.

Below are the items I would like to address:

1. Incorrect departure location

The report states that the departure occurred from an airport in Atlanta.

Correction: We departed from Clarksville Regional Airport (KCKV) in Clarksville, TN

2. Maintenance Status verification prior to flight.

The report mentions that I was unable to check the maintenance status before the flight.

Clarification: I verified the aircraft's maintenance status using Flight Schedule Pro, the official scheduling and maintenance tracking system used by our school.

- I accessed the system via mobile data and was able to check out the aircraft successfully.
- The software only allows check-outs if the aircraft is marked as available and airworthy.
- I have attached a screenshot from the day of the accident indicating that the aircraft was checked out.

4:37
5G 78%

Flight Schedule ...
app.flightschedulepro.com

Aviation Services International
Josh

Schedule

New Reservation
Find a Time

Today, Feb 3

KCKV: VFR: 032152Z AUTO 21015KT 10SM CLR 22/11 A2990

[View Weather](#)

	N20046 Cessna 172M	N4529P Piper Aztec PA- 23-250	N62112 Cessna 172P	N2091E Piper Archer I
8am				
9am				
10am				
11am				
12pm				
1pm				
2pm				
3pm			2:45 pm Dylan	
4pm			4:00 pm	
5pm				
6pm				
7pm				
8pm				

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Flight Schedule ...
app.flightschedulepro.com

Maintenance Status



N62112 Cessna 172P

Show Times and Details

Aircraft Times

Meters (Current)

Hobbs 8,302.9

Engine 1 Tach 10,303.5

Next Maintenance Due

Date 574 day(s)

Maintenance Times

Create Reservation

Cancel

3. Assumption of Airworthiness Based on Previous Flight

The report suggests I assumed the aircraft was airworthy because I had flown it less than 24 hours prior.

Clarification: My determination of airworthiness was not based solely on recent use.

- I verified the aircraft's status in Flight Schedule Pro, which indicated the aircraft was available and airworthy.
- I confirmed during my brief preflight checks that the cowlings screws were attached to the cowlings and the cowlings were attached to the engine compartment.

4. Regarding Internet connectivity

To my knowledge, I was not aware of any internet connectivity issues. While there may have been connectivity problems at the office, I personally experienced no such issues using mobile data to access the system. Furthermore, upon returning and reporting the accident, the chief pilot acknowledged that the aircraft should have been marked as "down." At no point was internet connectivity mentioned as the reason this was not done.

In all respects, I followed the school's established processes: I verified the aircraft's airworthiness and availability using the official system. I hope these clarifications will be reflected in the updated report.

Please advise me know if any further information or documentation is needed.

Sincerely,

Levaughn Battick