



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Clewiston, Florida	Accident Number:	CEN23LA354
Date & Time:	August 2, 2023, 06:15 Local	Registration:	N1403R
Aircraft:	Cessna 172S	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The flight instructor and student pilot were practicing short field landings when the student pilot landed hard on the nose landing gear. The flight instructor took control of the airplane and performed a touch-and-go. The flight instructor held the nose landing gear off the ground on the full stop landing; however, the nose landing gear collapsed, and the airplane veered off the runway and into the grass. Post flight examination revealed buckling and wrinkling of the lower fuselage. The examination of the airplane found no mechanical malfunctions or failures that would have precluded normal operations.

The flight instructor reported that the student pilot was low on the approach, but the flight instructor did not intervene because the student pilot was going to take his private pilot checkride later that day and could perform short field landings. Neither the flight instructor nor the student pilot returned the National Transportation Safety Board 6120.1 Pilot/Operator Aircraft Accident/Incident Report.

Probable Cause and Findings

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

The student pilot's improper landing flare, which resulted in a hard landing on the nose landing gear. Contributing to the accident was the flight instructor's inadequate supervision of the student pilot.

Findings

Aircraft	Landing flare - Not attained/maintained
Personnel issues	Aircraft control - Student/instructed pilot
Personnel issues	Task monitoring/vigilance - Instructor/check pilot

Factual Information

History of Flight

Landing-flare/touchdown	Hard landing (Defining event)
Landing-flare/touchdown	Landing gear collapse
Landing-landing roll	Loss of control on ground
Landing-landing roll	Runway excursion

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	26, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 1 None	Last FAA Medical Exam:	January 28, 2020
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:			

Student pilot Information

Certificate:	Student	Age:	19, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 None	Last FAA Medical Exam:	September 1, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1403R
Model/Series:	172S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Unknown	Serial Number:	172S9877
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	unknown
ELT:		Engine Model/Series:	
Registered Owner:	My Way Aviation LLC	Rated Power:	
Operator:	Wayman Aviation Academy	Operating Certificate(s) Held:	Pilot school (141)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dawn
Observation Facility, Elevation:	KHWO,6 ft msl	Distance from Accident Site:	50 Nautical Miles
Observation Time:	05:53 Local	Direction from Accident Site:	122°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.02 inches Hg	Temperature/Dew Point:	26°C / 24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hollywood Airport, FL (HWO)	Type of Flight Plan Filed:	None
Destination:	Clewiston Airport, FL (2IS)	Type of Clearance:	None
Departure Time:	05:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	Clewiston 2IS	Runway Surface Type:	Asphalt
Airport Elevation:	20 ft msl	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	5902 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	26.44,-81.03

Administrative Information

Investigator In Charge (IIC):	Abraham, Laura
Additional Participating Persons:	Danny Zuccari; FAA; Miramar, FL
Original Publish Date:	December 13, 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=192793

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](#).