



# Aviation Investigation Final Report

<b>Location:</b>	Kingman, Arizona	<b>Accident Number:</b>	WPR23LA207
<b>Date &amp; Time:</b>	May 26, 2023, 03:50 Local	<b>Registration:</b>	N94599
<b>Aircraft:</b>	Cessna 182Q	<b>Aircraft Damage:</b>	Minor
<b>Defining Event:</b>	AC/prop/rotor contact w person	<b>Injuries:</b>	1 Serious, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Aerial observation		

## Analysis

The pilot reported that on a night landing the airplane touched down smoothly on the main landing gear. During the landing roll, when the nose gear touched down, the airplane’s roll out became rough and bumpy. When the airplane came to a stop, the pilot and passenger discussed that they probably had a flat nose wheel tire. Subsequently, the passenger exited the airplane to examine the nose wheel tire and observed it to be flat. The pilot told the passenger to keep clear and then attempted to taxi clear of the runway. However, at a high-power setting, the airplane only moved a few feet, and the pilot elected to discontinue the taxi. The pilot was deciding what his next move would be when the passenger approached the airplane from the front. The pilot tried to warn the passenger but subsequently, the propeller struck the passenger and resulted in a serious injury.

## Probable Cause and Findings

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

The failure of the passenger to adequately maintain a safe distance from the airplane’s propeller and the determination to let the passenger exit the airplane with the engine running.

## Findings

<b>Personnel issues</b>	Monitoring equip/instruments - Passenger
<b>Personnel issues</b>	Decision making/judgment - Pilot
<b>Aircraft</b>	Nose/tail landing gear - Damaged/degraded
<b>Environmental issues</b>	Dark - Effect on personnel

## Factual Information

### History of Flight

<b>Standing-engine(s) operating</b>	AC/prop/rotor contact w person (Defining event)
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### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	43, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	November 22, 2022
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	February 2, 2023
<b>Flight Time:</b>	(Estimated) 929 hours (Total, all aircraft), 58 hours (Total, this make and model), 875 hours (Pilot In Command, all aircraft), 149 hours (Last 90 days, all aircraft), 92 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

### Passenger Information

<b>Certificate:</b>	<b>Age:</b>	
<b>Airplane Rating(s):</b>	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N94599
<b>Model/Series:</b>	182Q	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1978	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18266458
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	April 18, 2023 Unknown	<b>Certified Max Gross Wt.:</b>	2950 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONT MOTOR
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	O-470 SERIES
<b>Registered Owner:</b>	AMS AVIATION LLC	<b>Rated Power:</b>	230 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Night
<b>Observation Facility, Elevation:</b>	KIGM,3424 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	03:51 Local	<b>Direction from Accident Site:</b>	127°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	170°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.83 inches Hg	<b>Temperature/Dew Point:</b>	16°C / -1°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Flagstaff, AZ (FLG)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Kingman, AZ (IGM)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:15 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	Kingman Airport IGM	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	3448 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	17	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6725 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Minor
<b>Passenger Injuries:</b>	1 Serious	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious, 1 None	<b>Latitude, Longitude:</b>	35.259478,-113.93805(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Nixon, Albert
<b>Additional Participating Persons:</b>	Carey Atnip; Federal Aviation Administration; Las Vegas, NV
<b>Original Publish Date:</b>	October 20, 2023
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=192281">https://data.ntsb.gov/Docket?ProjectID=192281</a>

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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](#).