



Aviation Investigation Final Report

Location:	Kingman, Arizona	Accident Number:	WPR23LA207
Date & Time:	May 26, 2023, 03:50 Local	Registration:	N94599
Aircraft:	Cessna 182Q	Aircraft Damage:	Minor
Defining Event:	AC/prop/rotor contact w person	Injuries:	1 Serious, 1 None
Flight Conducted Under:	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

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

Factual Information

History of Flight

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

Certificate:	Commercial	Age:	43,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	November 22, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	February 2, 2023
Flight Time:	(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

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

Aircraft and Owner/Operator Information

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

Meteorological Information and Flight Plan

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

Airport Information

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

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Nixon, Albert
Additional Participating Persons:	Carey Atnip; Federal Aviation Administration; Las Vegas, NV
Original Publish Date:	October 20, 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=192281

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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](#).