



Aviation Investigation Final Report

Location:	Las Vegas, Nevada	Accident Number:	WPR23LA259
Date & Time:	June 24, 2023, 08:00 Local	Registration:	N307F
Aircraft:	AVIAT AIRCRAFT INC A-1B	Aircraft Damage:	Minor
Defining Event:	AC/prop/rotor contact w person	Injuries:	1 Serious, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel equipped airplane reported that he intended to land on a dry lakebed behind a model that was being photographed and create a 'wall of dust' using the airplane for a photograph. During the landing roll, the pilot stated he was moving too fast to stop before reaching the model and elected to execute a go-around. He then returned to the lakebed and landed, where he saw that the model had been seriously injured.

According to the photographer, he and his model had been approached by the pilot, who offered his airplane as a backdrop for the photo shoot. After taking several photographs near the airplane, the pilot offered to overfly the model for additional photographs. The pilot flew over the model twice, and on the third flyover, the airplane was lower than the previous passes and the airplane's left wing struck the model in the back of the head. Following the accident, the photographer obtained images from other photographers of the pilot performing similar maneuvers over other models at low altitude.

Title 14 of the Combined Federal Regulations, § 91.119 Minimum safe altitudes: General, states:
"Except when necessary for takeoff or landing, no person may operate an aircraft below the following altitudes: (c) An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure."

The pilot reported that there were no preaccident mechanical failures or malfunctions with 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 pilot's unsafe inflight operation of the airplane and failure to maintain clearance from a person on the ground, which resulted in a serious injury.

Findings

Personnel issues	Identification/recognition - Pilot
Environmental issues	Person - Awareness of condition
Personnel issues	Flight planning/navigation - Pilot

Factual Information

History of Flight

Landing-landing roll	AC/prop/rotor contact w person (Defining event)
Maneuvering-low-alt flying	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	63, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	June 30, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 26, 2022
Flight Time:	600 hours (Total, all aircraft), 250 hours (Total, this make and model), 600 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AVIAT AIRCRAFT INC	Registration:	N307F
Model/Series:	A-1B	Aircraft Category:	Airplane
Year of Manufacture:	2007	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2379
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	February 1, 2023 Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	417 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360-A1P
Registered Owner:	On file	Rated Power:	180 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KHND,2458 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	07:56 Local	Direction from Accident Site:	29°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / None	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.02 inches Hg	Temperature/Dew Point:	24°C / -8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	North Las Vegas, NV (KVG T)	Type of Flight Plan Filed:	None
Destination:	Las Vegas, NV	Type of Clearance:	VFR;None
Departure Time:	06:30 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	1 Serious	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 None	Latitude, Longitude:	35.78735,-115.26124(est)

Administrative Information

Investigator In Charge (IIC):	Rho, Paul
Additional Participating Persons:	John c. Waugh; FAA; Las Vegas, NV
Original Publish Date:	November 16, 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=192574

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](#).