



# Aviation Investigation Final Report

|                                |                                |                         |             |
|--------------------------------|--------------------------------|-------------------------|-------------|
| <b>Location:</b>               | Depew, Iowa                    | <b>Accident Number:</b> | CEN25LA316  |
| <b>Date &amp; Time:</b>        | August 12, 2025, 16:00 Local   | <b>Registration:</b>    | N467GE      |
| <b>Aircraft:</b>               | XAG P100 PRO                   | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         | AC/prop/rotor contact w person | <b>Injuries:</b>        | 1 Serious   |
| <b>Flight Conducted Under:</b> | Part 137: Agricultural         |                         |             |

## Analysis

After the pilot completed the preflight of the quadcopter style unmanned aircraft system (UAS), he backed away from the UAS and initiated takeoff. As the UAS began to take off, the pilot walked back towards the UAS to retrieve old batteries. As he bent over to pick up the batteries, he sensed the UAS was too close to him, and he raised his hands to shield his face. The UAS rotor blade contacted his hand resulting in a serious injury. The operator also reported that one of the rotor blades needed to be replaced.

## Probable Cause and Findings

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

The pilot's failure to maintain clearance from the unmanned aircraft system during takeoff.

## Findings

|                             |  |
|-----------------------------|--|
| <b>Personnel issues</b>     | Decision making/judgment - Pilot                     |
| <b>Environmental issues</b> | Positioning/available space - Awareness of condition |

## Factual Information

### History of Flight

|         |   |
|---------|---|
| Takeoff | AC/prop/rotor contact w person (Defining event) |
|---------|---|

### Pilot Information

|                           |                                 |                                   |               |
|---------------------------|---------------------------------|-----------------------------------|---------------|
| Certificate:              | Remote                          | Age:                              | 21, Male      |
| Airplane Rating(s):       | None                            | Seat Occupied:                    | None          |
| Other Aircraft Rating(s): | Unmanned (sUAS)                 | Restraint Used:                   | None          |
| Instrument Rating(s):     | None                            | Second Pilot Present:             | No            |
| Instructor Rating(s):     | None                            | Toxicology Performed:             |               |
| Medical Certification:    | None                            | Last FAA Medical Exam:            |               |
| Occupational Pilot:       | No                              | Last Flight Review or Equivalent: | June 26, 2025 |
| Flight Time:              | 150 hours (Total, all aircraft) |                                   |               |

### Aircraft and Owner/Operator Information

|                               |                            |                                |                             |
|-------------------------------|----------------------------|--------------------------------|-----------------------------|
| Aircraft Make:                | XAG                        | Registration:                  | N467GE                      |
| Model/Series:                 | P100 PRO                   | Aircraft Category:             | Helicopter                  |
| Year of Manufacture:          |                            | Amateur Built:                 |                             |
| Airworthiness Certificate:    | None                       | Serial Number:                 | 1863FPEG8219323A0Y25        |
| Landing Gear Type:            | Skid                       | Seats:                         | 0                           |
| Date/Type of Last Inspection: |                            | Certified Max Gross Wt.:       | 194 lbs                     |
| Time Since Last Inspection:   |                            | Engines:                       | 4 Electric                  |
| Airframe Total Time:          |                            | Engine Manufacturer:           | XAG                         |
| ELT:                          | Not installed              | Engine Model/Series:           | A50                         |
| Registered Owner:             | ETERNITY AGRI SERVICES LLC | Rated Power:                   |                             |
| Operator:                     | On file                    | Operating Certificate(s) Held: | Agricultural aircraft (137) |
| Operator Does Business As:    | Eternity Agriservices LLC  | Operator Designator Code:      | 1K1G                        |

## Meteorological Information and Flight Plan

|   |                                  |   |                   |
|---|----------------------------------|---|-------------------|
| <b>Conditions at Accident Site:</b>     | Visual (VMC)                     | <b>Condition of Light:</b>                  | Day               |
| <b>Observation Facility, Elevation:</b> | KAXA, 1219 ft msl                | <b>Distance from Accident Site:</b>         | 15 Nautical Miles |
| <b>Observation Time:</b>                | 15:55 Local                      | <b>Direction from Accident Site:</b>        | 116°              |
| <b>Lowest Cloud Condition:</b>          | Few / 3700 ft AGL                | <b>Visibility</b>                           | 10 miles          |
| <b>Lowest Ceiling:</b>                  |                                  | <b>Visibility (RVR):</b>                    |                   |
| <b>Wind Speed/Gusts:</b>                | 8 knots / 15 knots               | <b>Turbulence Type Forecast/Actual:</b>     | /                 |
| <b>Wind Direction:</b>                  | 350°                             | <b>Turbulence Severity Forecast/Actual:</b> | /                 |
| <b>Altimeter Setting:</b>               | 29.96 inches Hg                  | <b>Temperature/Dew Point:</b>               | 27°C / 20°C       |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |                   |
| <b>Departure Point:</b>                 | Depew, IA                        | <b>Type of Flight Plan Filed:</b>           | None              |
| <b>Destination:</b>                     | Depew, IA                        | <b>Type of Clearance:</b>                   | None              |
| <b>Departure Time:</b>                  | 16:00 Local                      | <b>Type of Airspace:</b>                    | Class G           |

## Wreckage and Impact Information

|                            |           |                             |                           |
|----------------------------|-----------|-----------------------------|---------------------------|
| <b>Crew Injuries:</b>      | 1 Serious | <b>Aircraft Damage:</b>     | Substantial               |
| <b>Passenger Injuries:</b> | N/A       | <b>Aircraft Fire:</b>       | None                      |
| <b>Ground Injuries:</b>    | N/A       | <b>Aircraft Explosion:</b>  | None                      |
| <b>Total Injuries:</b>     | 1 Serious | <b>Latitude, Longitude:</b> | 43.189472,-94.587306(est) |

## Administrative Information

|                                   |   |
|-----------------------------------|---|
| Investigator In Charge (IIC):     | Aguilera, Jason   |
| Additional Participating Persons: | Juan Arjona; FAA; Orlando, FL   |
| Original Publish Date:            | September 18, 2025  |
| Last Revision Date:               |   |
| Investigation Class:              | <a href="#">Class 4</a>   |
| Note:                             | The NTSB did not travel to the scene of this accident.  |
| Investigation Docket:             | <a href="https://data.nts.gov/Docket?ProjectID=200778">https://data.nts.gov/Docket?ProjectID=200778</a> |

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.

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