



U.S. Department
of Transportation

**Federal Aviation
Administration**

Regulatory Support
Division, AFS-600

P.O. Box 25082
Oklahoma City, Oklahoma 73125

Mr. Ben Welsh
MuckRock News
DEPT MR 132824
263 Huntington Avenue
Boston, MA 02115

Dear Mr. Welsh:

Freedom of Information Act (FOIA) Request 2022-10354

This is in response to your request dated August 19, 2022, under the Freedom of Information Act (FOIA), 5 U.S.C. § 552, pertaining to all records in the database collecting accident reports of small unmanned aerial systems (UAS) or drones. Your request was forwarded from the FOIA Program Staff in Washington, DC and was received in this office on August 29.

A search of the Accident/Incident Data System (AIDS) on November 2 revealed 101 records identifying UAS or drone. Enclosed is a copy of the Accident/Incident Data Profiles.

Personal data (names, addresses, certificate numbers, phone numbers) has been redacted from the records under Exemption 6 of the FOIA (Freedom of Information Act, 5 U.S.C. 552(b)(6); Department of Transportation Regulations, 49 CFR 7.13(c)(6)). When a privacy interest is found to exist, a balancing between the rights of the individual concerned and any public interest in disclosure must be performed. Department of the Air Force v. Rose, 425 U.S. 352, 372 (1989). On balance, disclosing the personal data would not contribute significantly to the "public understanding of the operations or activities of the government." Department of Justice v. Reporters Committee for Freedom of the Press, 109 S.Ct. 1468, 1483 (1989).

The undersigned is responsible for this determination. You may request reconsideration of this determination by writing to the Assistant Administrator for Finance and Management (AFN-400), Federal Aviation Administration, 800 Independence Avenue, SW, Washington DC, 20591 or through electronic mail at: FOIA-Appeals@faa.gov. Your request must be made in writing within 90 days from the date of this letter and must include all information and arguments relied upon. Your letter must also state that it is an appeal from the above-described denial of a request made under the FOIA. The envelope containing the appeal should be marked "FOIA Appeal."

You also have the right to seek dispute resolution services from the FAA FOIA Public Liaison via phone (202-267-7799) or email (7-AWA-ARC-FOIA@faa.gov) noting FOIA Public Liaison in the Subject or the Office of Government Information Services (<https://oqis.archives.gov>) via phone (202-741-5770/ toll-free--1-877-684-6448; fax--202-741-5769); or email (oqis@nara.gov).

Sincerely,

**TIMOTHY R
ADAMS**

Digitally signed by
TIMOTHY R ADAMS
Date: 2022.11.17 11:13:47
-05'00'

Timothy R. Adams
Aviation Safety
Flight Standards Service
Acting Deputy Director,
Safety Standards

Enclosures

Shipp, Judy A (FAA)

From: 132824-68524577@requests.muckrock.com
Sent: Monday, August 22, 2022 3:57 PM
To: Shipp, Judy A (FAA)
Subject: RE: Freedom of Information Act Request: Database of sUAS drone accident reports

Federal Aviation Administration
 FOIA Office
 800 Independence Avenue Southwest
 Washington, DC 20591

August 22, 2022

This is a follow up to a previous request:

Thank you for this link. I am not requesting "sightings." I am requesting accidents, which pilots are required to report under Part 107. It is described at the bottom of your agency's DroneZone site.

<https://faadronezone-access.faa.gov/#/>

Here is the full quote of what's there. I am requesting all data collected but this form.

""""

Part 107 Accident Reporting Form

The authority for collecting the information provided on this form is codified at 49 U.S.C. § 44701 and §44807; see also FAA Modernization and Reform Act of 2012, Pub. L. 112-95 § 333, Special Rules for Certain Unmanned Aircraft Systems, and 14 C.F.R. § 107.9. The principal purpose for which the FAA intends to use the information is to receive and evaluate accident reports submitted to the FAA involving sUASs. The Federal Aviation Administration will use the information provided in connection to accident reports to regulate and promote safety in air commerce, in accordance with its statutory authority at 49 U.S.C § 44701. Disclosure of this information is mandatory for remote pilots in command operating under 14 C.F.R. Part 107, and a certified remote pilot in command's failure to report an accident in accordance with the regulations may result in enforcement action and/or civil penalties pursuant 14 C.F.R. Part 13. Additionally, failure to provide all the information requested will delay the processing of the report. The information collected on this website will be included in a Privacy Act System of Records known as DOT/FAA 847, titled "Aviation Records on Individuals." The information collected to complete an accident report may be disclosed in accordance with the routine uses that appear in the DOT/FAA 847, as published in the Federal Register at 75 Federal Register 68849 (November 9, 2010), available at <https://www.gpo.gov/fdsys/pkg/FR-2010-11-09/pdf/2010-28237.pdf>.

""""

View request history, upload responsive documents, and report problems here:

https://accounts.muckrock.com/accounts/login/?next=https%3A%2F%2Fwww.muckrock.com%2Faccounts%2Flogin%2F%3Fnext%3D%252Faccounts%252Fagency_login%252Ffederal-aviation-administration-68%252Fdatabase-of-suas-drone-accident-reports-132824%252F%253Femail%253DJudy.A.Shipp%252540faa.gov&url_auth_token=AAAVO7SpNGzLDTwrxlWJ82Q65xI%3A1oQETy%3AnEB0V3UZoWwLz_h7Stl_2XtPEFQtTiI9IFkSbxmzzEs

If prompted for a passcode, please enter:
WLELPKLV

Filed via MuckRock.com
E-mail (Preferred): 132824-68524577@requests.muckrock.com

PLEASE NOTE OUR NEW ADDRESS
For mailed responses, please address (see note):
MuckRock News
DEPT MR 132824
263 Huntington Ave
Boston, MA 02115

PLEASE NOTE: This request is not filed by a MuckRock staff member, but is being sent through MuckRock by the above in order to better track, share, and manage public records requests. Also note that improperly addressed (i.e., with the requester's name rather than "MuckRock News" and the department number) requests might be returned as undeliverable.

On Aug. 22, 2022:
Subject: RE: Freedom of Information Act Request: Database of sUAS drone accident reports
Hello,

Incident/accident reports regarding drones are available publicly at the FAA site https://www.faa.gov/uas/resources/public_records/uas_sightings_report. Because this can be found publicly, no further action will be taken regarding your FOIA request.

Thank you,

Judy Shipp
FOIA Management Specialist
817-222-5059

[AFN-3 Logo]

On Aug. 19, 2022:
Subject: Freedom of Information Act Request: Database of sUAS drone accident reports
To Whom It May Concern:

Pursuant to the Freedom of Information Act, I hereby request the following records:

An electronic dump of all records in the database collecting accident reports filed by operators of small unmanned aerial systems, aka drones, under the rules found in Part 48 and Part 107.

The requested documents will be made available to the general public, and this request is not being made for commercial purposes.

In the event that there are fees, I would be grateful if you would inform me of the total charges in advance of fulfilling my request. I would prefer the request filled electronically, by e-mail attachment if available or CD-ROM if not.

Thank you in advance for your anticipated cooperation in this matter. I look forward to receiving your response to this request within 20 business days, as the statute requires.

Sincerely,

Ben Welsh

View request history, upload responsive documents, and report problems here:

https://accounts.muckrock.com/accounts/login/?next=https%3A%2F%2Fwww.muckrock.com%2Faccounts%2Flogin%2F%3Fnext%3D%252Faccounts%252Fagency_login%252Ffederal-aviation-administration-68%252Fdatabase-of-suas-drone-accident-reports-132824%252F%253Femail%253DJudy.A.Shipp%252540faa.gov&url_auth_token=AAAVO7SpNGzLDTwrXlWJ82Q65xI%3A1oQETy%3AnEB0V3UZoWwLz_h7Stl_2XtPEFQtTiI9IFkSbxmzzEs

If prompted for a passcode, please enter:
WLELPKLV

Filed via MuckRock.com

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Shipp, Judy A (FAA)

Subject: FW: Freedom of Information Act Request 2022-10354

From: Shipp, Judy A (FAA)
Sent: Wednesday, August 24, 2022 2:52 PM
To: 132824-68524577@requests.muckrock.com
Subject: Freedom of Information Act Request 2022-10354

Mr. Welsh,

This email acknowledges receipt of your FOIA request concerning accident reports filed by operators of small unmanned aerial systems, aka drones, under the rules found in Part 48 and Part 107.

Your request has been assigned for action to the FAA office listed below:

Regulatory Support Division
Jennifer Fleming, FOIA Request
405-954-6501

If you have questions regarding the status of your request, please contact the assigned FOIA coordinator. Please refer to the FOIA number above in future correspondence regarding this request.

Thank you,

Judy Shipp
FOIA Management Specialist
817-222-5059



SPAS A/IDS Record List

Query Criteria: 14 CFR Part: Other, Event Type: A,I, Injury Severity: Fatal,Non-Fatal, Text: uas, uav, drone

Rec No.	Office	Case Number	Event Date	Event Type	Fatalities	DSGN Code	City, State	A/C Make	A/C Model
1	NM03	20210724022659	7/28/2022 12:00:00 AM	A	0		COMMERCE CITY, CO		
Remarks: ON JULY 24, 2021 AT 9:21PM MDT AT ██████████, A DJI MAVIC AIR2 DRONE, PILOTED BY███ CO DL NUMBER ██████████, UPON REACHING ITS BATTERY LIMIT, ENTERED AUTO-LAND AND STUCK ██████████. THE BLADES STUCK ██████████ IN THE LEFT CHEEK CAUSING LACERATIONS THAT REQUIRED HOSPITALIZATION FOR SUTURES. THE UNREGISTERED AND UNMARKED DJI MAVIC AIR2 DRONE, SERIAL NUMBER UNKNOWN, NOW REGISTERED AS FA399CEMMX, WAS BEING FLOWN BY ██████████ WHO DOES NOT HAVE A REMOTE PILOT CERTIFICATE. THE FREQUENCY BEING USE WAS 2.4/5.8GHZ. ██████████ WAS 16 YEARS OLD AT THE TIME OF THE ACCIDENT. ██████████ KNEW OF OTHER PEOPLE IN THE AREA OF HIS DRONE FLIGHT. OFFICIAL SUNSET WAS AT 8:19 P.M. MDT. ██████████ HAD GONE INSIDE HIS HOUSE WHILE FLYING THE DRONE OUT OF SIGHT. THE DRONE ENTERED AUTO-LAND DUE TO A LOW BATTERY. ██████████ WAS RIDING HER BIKE DOWN THE SIDEWALK AS THE DRONE DESCENDED AND DID NOT SEE THE DRONE UNTIL IT STRUCK HER.									
Operator Comments:									
2	SO15	20210904022699	7/28/2022 12:00:00 AM	A	0		LAKELAND, FL		
Remarks: ██████████ WAS FLYING A DJI MAVIC AIR 2 UAS REG # (FA3EEKMWA9) SERIAL # 3N33J5A002L118. THIS OPERATION WAS PART 101 OR RECREATIONAL FLIGHT IN HIS NEIGHBORHOOD.WHILE HE WAS FLYING IT THE CELL PHONE BECAME DETACHED FROM THE CONTROLLER AND FELL TO THE GROUND. ██████████ STATED THAT WHILE THE DRONE WAS IN THE AIR HE SAT THE CONTROLLER ON THE GROUND TO RETRIEVE HIS PHONE. ██████████ STATED THAT WHILE THE CONTROLLER WAS ON THE GROUND THE DRONE SOMEHOW LOST SIGNAL AND MOVED ERRATICALLY TOWARD THE MAIN ROAD AND STRUCK A PASSING CAR WINDSHIELD. DAMAGE WAS REPORTED TO POLICE. ██████████ WILL BE OFFERED COMPLIANCE COUNSELING. INVESTIGATION SAS ID: S015202200928 COUNSELING SAS ID: S015202200929									
Operator Comments:									
3	GL03	20211115022639	7/28/2022 12:00:00 AM	I	0		CHICAGO, IL		
Remarks: FSDO INCIDENT NUMBER IS: IGL0320220022 ATQA ACCIDENT NUMBER FOR THIS EVENT IS: AGL0322003 SAS ACTIVITY NUMBER(S) ASSOCIATED WITH THE EVENT T-GL03-FY22-0240 AIRCRAFT: DJI MATRICE 300 RTK FA3N7T77RM S/N 1ZNDH9G00C1FH6 WHEN: 11/15/2021 2118Z WHERE: ██████████ INJURIES: NONE DAMAGE FROM EVENT: MAJOR AIRCRAFT DAMAGE POST EVENT FIRE OR DAMAGE: FIRE RESULTED FROM LITHIUM BATTERY IMPACT ON PAVEMENT A REMOTE PILOT WAS OPERATING AN UNMANNED AIRCRAFT SYSTEM (UAS) FOR CITYSCAPE PHOTOGRAPHY WHEN THE UAS LOST LINK TO THE CONTROLLER AND ACTIVATED A RETURN TO HOME SEQUENCE. DURING THE RETURN TO HOME SEQUENCE, THE UAS SPUN OUT OF CONTROL AND IMPACTED A WINDOW ON THE 95TH FLOOR OF A BUILDING. SOME PIECES OF THE UAS REMAINED IN THE BUILDING WHILE THE REST CRASHED ON THE GROUND OUTSIDE THE BUILDING, WITH A RESULTING FIRE.									
Operator Comments:									
4	SW03	20211210022709	7/28/2022 12:00:00 AM	I	0		BATON ROUGE, LA		
Remarks: ON DECEMBER 10TH, 2021 AT APPROXIMATELY 9:21AM THE SJB GROUP WAS OPERATING A DJI MATRICE M600 UAV WHICH COLLIDED WITH A NEIGHBORING BUILDING LOCATED AT ██████████. IN BATON ROUGE, LOUISIANA AND SUSTAINED MODERATE COSMETIC DAMAGE TO THE EXTERIOR STUCCO FAÇADE. ██████████ WAS IN THE ROLE OF PILOT IN COMMAND AND ██████████ WAS IN THE ROLE OF VISUAL OBSERVER. NO INJURIES WERE REPORTED. DAMAGE TO THE DRONE WAS APPROXIMATELY \$700 DOLLARS AND DAMAGE TO THE BUILDING FAÇADE WAS APPROXIMATELY \$1000. INCIDENT WAS VOLUNTARILY SELF REPORTED BY OPERATOR.									
Operator Comments:									
5	GL11	20220307005949	7/28/2022 12:00:00 AM	A	0		FT WAYNE, IN		
Remarks: ? REGISTRATION NUMBER: FA3L3HWE4Y ? MAKE/MODEL/SN: BRINC LEMUR SN-1004 ? REMOTE PILOT CERTIFICATE: ██████████ ? FREQUENCY USED: CONTROLLER TO UAS IS ON 900MHZ AND VIDEO IS TRANSMITTED ON 2.4GHZ AND 5.8GHZ ? TYPE OF OPERATION: PART 107 COMMERCIAL (POLICE) ? ADDITIONAL DETAILS: PILOT INDICATED GUSTY WINDS AND A LIGHT RAIN WERE FACTORS IN THE ACCIDENT. THE PILOT MAINTAINED CONTROL THROUGHOUT THE FLIGHT BUT WAS NOT ABLE TO COMPENSATE FOR THE WIND GUST, CAUSING THE SUAS TO DRIFT INTO A PARKED VEHICLE. VEHICLE DAMAGE IS ESTIMATED AT \$1800.00.									
Operator Comments:									
6	SW17	20220309005999	7/28/2022 12:00:00 AM	I	0		NEW BRAUNFELS, TX		
Remarks: OFFICER ██████████ WAS FLYING MATRICE 210V2B NEAR LANDA PARK GOLF COURSE FOR A JOINT NEW BRAUNFELS POLICE SWAT AND NEW BRAUNFELS POLICE UAS TEAM SCENARIO ON MARCH 8, 2022 AT 2025 HRS CST. OFFICER ██████████ HAD BEEN FLYING APPROXIMATELY 393 AGL WHEN MATRICE DROPPED FROM SKY AND STRUCK THE PORCH ROOF OF AS ██████████. NO PEOPLE WERE HARMED BUT THE PORCH ROOF SUFFERED APPROXIMATELY \$1000 WORTH OF DAMAGE. FLIGHT DATA WAS REVIEWED AND IT APPEARED ESC'S MALFUNCTIONED CAUSING THE AIRCRAFT TO FALL. IT SHOULD BE NOTED THAT MATRICE 210V2B INVOLVED IN THE ACCIDENT HAD JUST HAD ALL FOUR ESC(MOTORS) REPLACED BY ██████████ (DJI AUTHORIZED REPAIR CENTER) A LITTLE OVER A WEEK PRIOR TO FALLOUT. THE MATRICE 210V2B WAS INSPECTED (FULL DJI RECOMMENDED INSPECTION) AND COMPASS/IMU RECALIBRATED PRIOR TO FLYING AFTER RECEIVING IT BACK FROM ██████████. THE AIRCRAFT HAD JUST A LITTLE OVER TWO HOURS WORTH OF LOGGED FLIGHTS SINCE THE MAINTENANCE WORK HAD BEEN COMPLETED BY ██████████ WHEN PILOT/OFFICERS EXAMINED AIRCRAFT AND AREA OF CRASH NO SIGNS OF BIRDS WERE OBSERVED. ALSO, NO OBSTACLES WERE OBSERVED IN THE FLIGHT PATH. IT IS BELIEVED THAT THE AIRCRAFT JUST HAD A MECHANICAL FAILURE. SUGGESTION TO RECLASSIFY THIS ACCIDENT AS AN INCIDENT AS THIS DOES NOT APPEAR TO SATISFY THE 49 CFR 830.2 AND 8900.1 VOL 7 CH 1 SEC 1, PARA 7-4(B) SECOND BULLET DEFINITION OF UNMANNED AIRCRAFT ACCIDENT AS LISTED BELOW: - ANY PERSON SUFFERS DEATH OR SERIOUS INJURY; OR -THE AIRCRAFT HAS A MAXIMUM GROSS TAKEOFF WEIGHT (MGTOW) OF 300 POUNDS OR GREATER AND SUSTAINS SUBSTANTIAL DAMAGE. SINCE THERE WAS NO DEATH OR SERIOUS INJURY THE FIRST BULLET IS NOT SATISFIED. SINCE THE DRONE (~12 LBS) IS NOT GREATER THAN 300 POUNDS. THE SECOND BULLET IS NOT SATISFIED. RECOMMENDATION IS TO CHANGE THIS TO AN INCIDENT.									
Operator Comments:									

7 EA17 20220420005929 7/28/2022 12:00:00 AM A 0 NORRISTOWN, PA

Remarks: UAS REGISTRATION NUMBER: FA3RHRCY49 OWNER: [REDACTED] NORRISTOWN PA MODEL: FOXTECH HOVER 1 ON APRIL 20, 2022, AT 1017 EDT, REMOTE PILOT IN COMMAND (RPIC) [REDACTED]^ A COMMANDED UNMANNED AIRCRAFT TO ARM AND TAKEOFF WITH HEADING 060 IN STABILIZE MODE. THE TAKEOFF WAS APPROXIMATELY 35 SECONDS AFTER BOOT-UP, NOT PERMITTING THE AIRCRAFT'S GPS TO LOCK ON TO ITS LOCATION. APPROXIMATELY 8 SECONDS AFTER ARMING THE AIRCRAFT, THE RPIC INPUTTED A LEFT ROLL VIA THE RADIO CONTROLLER TO THE DRONE, CAUSING IT TO SHIFT AWAY FROM THE OPERATOR. OVER THE NEXT 10 SECONDS THE DRONE ASCENDED FROM 2 METERS TO 16 METERS, SURPASSING NORMAL TRAINING ALTITUDE. APPROXIMATELY 14 SECONDS INTO FLIGHT, THE RPIC ATTEMPTED TO COMMAND THE DRONE INTO LOITER MODE, HOWEVER, THE DRONE REJECTED THE COMMAND DUE TO THE LACK OF GPS LOCATION LOCK REQUIRED TO TRANSITION INTO A GPS-ASSISTED FLIGHT MODE. OVER THE NEXT SIX SECONDS, THE RPIC LOWERED THE THROTTLE AS THE AIRCRAFT CONTINUED TO DRIFT SEVERAL METERS OVER THE COMPANY'S PARKING LOT. WITH THE RPIC COMMANDING THE THROTTLE TO THE MIN MUM VALUE IN STABILIZE MODE, THE AIRCRAFT ACCELERATED TOWARD THE GROUND, FALLING 21 METERS BEFORE IMPACTING ANOTHER [REDACTED] EMPLOYEE'S VEHICLE CAUSING DAMAGE.

Operator Comments:

8 SO11 20210506008809 7/27/2022 12:00:00 AM A 0 YOUNG HARRIS, GA

Remarks: A DA-JIANG INNOVATIONS (DJI) MATRICE 300 RTK SMALL UNMANNED AIRCRAFT SYSTEM (SUAS) WAS BEING DEMONSTRATED TO A POTENTIAL CUSTOMER (PUBLIC SAFETY) UNDER 14 CFR PART 107. DEMONSTRATION FLIGHT. THE PAYLOAD CONSISTED OF A ZENMUSE H20T CAMERA AND A WINGSLAND Z15 SPOT LIGHT. THE FLIGHT LOCATION WAS VERY CLOSE TO A DJI GEO ZONE DESIGNATED AS A "RESTRICTED ZONE". (COUNTY JAIL). THERE IS A BUFFER ZONE AROUND THE RESTRICTED ZONE. A BUFFER ZONE IS DEFINED AS AN AREA WITH APPROXIMATELY 20M WIDTH OUTSIDE OF A RESTRICTED ZONE (NFZ). THE PURPOSE OF A NFZ BUFFER ZONE IS TO ACCOUNT FOR ESTIMATION AND CONTROL ERRORS IN ORDER TO AVOID BREACHING THE NFZ WHEN THE AIRCRAFT HAS FORWARD SPEED. WHEN APPROACHING THE BUFFER ZONE, THE AIRCRAFT WILL REDUCE SPEED AND STOP AT THE BUFFER ZONE BORDER. DURING DEMONSTRATION FLIGHT THE REMOTE PILOT IN COMMAND (RPIC) INITIATED THE RETURN TO HOME FEATURE AND THE SUAS STOPPED APPROXIMATE 53 FEET FROM THE AREA WHERE THE SUAS LAUNCHED FROM. SUAS DESCENT TO 7 FEET OVER A VEHICLE IN THE PARKING LOT. RPIC HANDED THE CONTROLLER TO A DEMONSTRATION ATTENDEE AND GRABBED ONTO THE LANDING GEAR WITH BOTH HANDS AND ATTEMPTED TO GIVE COMMANDS TO THE ATTENDEE TO SHUT DOWN THE MOTORS WHILE THE RPIC HELD ONTO THE LANDING GEAR. WHEN THAT DID NOT WORK, THE RPIC ATTEMPTED TO REMOVE THE DRONE BATTERY AND THE PROPELLER BLADE STRUCK HIS RIGHT HAND. HE WAS TRANSPORTED BY AMBULANCE FOR TREATMENT AND WAS RELEASED. HE UNDERWENT SURGERY TO REPAIR NERVE AND TENDON DAMAGE UPON ARRIVAL TO HIS HOME IN ARIZONA. BLK 13- MANUFACTURER: DJI, MODEL: MATRICE 300 RTK. SERIAL NUMBER: 1ZNDH3L0010562 REGISTRATION NUMBER: *FA3HW43WTF*. ISSUED: 07/13/2020 EXPIRES: 07/13/2023. BLK-29-RPIC HAD RECURENCY TRAINING COMPLETED VIA THE FAA SAFETY TEAM AVIATION LEARNING CENTER ONLINE COURSE FOR PART 107 SMALL UAS RECURRENT TRAINING FOR PART 61 PILOTS ON APRIL 6, 2021. SALES DIRECTOR FOR COMPANY STATED THAT THEY ARE DEVELOPING POLICY FOR THE TRAINING AND USE OF SUAS AS A RESULT OF THE ACCIDENT. BEFORE THE ACCIDENT, ONLY REQUIRED A PRACTICAL TEST AND A REMOTE PILOT CERTIFICATE TO FLY FOR COMPANY. BLK 31-PILOT INFORMATION HOURS REPORTED ARE UAS HOURS. TOTAL MANNED AIRCRAFT HOURS 1000. ZERO MANNED AIRCRAFT HOURS IN THE LAST YEAR AND 90 DAYS. THIS REPORT MAY BE AMENDED AS NEW INFORMATION COMES IN.

Operator Comments:

9 SO11 20210927022689 7/27/2022 12:00:00 AM I 0 ATLANTA, GA

Remarks: AT APPROXIMATELY 2PM ON MONDAY, SEPTEMBER 27, 2021, THE PIC EXPERIENCED A DRONE MALFUNCTION AT [REDACTED]^ A. UPON TAKING OFF THE PIC COMMENCED OPERATIONS FROM THE SAME PLACE AS BEFORE. SHORTLY AFTER TAKEOFF WHILE IN A HOVER RIGHT ABOVE THE TAKE OFF APPROXIMATELY 200FT, THE REMOTE CONTROL SCREEN WAS PROMPTED "MAGNETIC INTERFERENCE" AND THEN THE AIRCRAFT DISCONNECTED AND SCREEN WENT BLACK. AS THE PIC LOOKED UP FROM THE REMOTE CONTROL TO SPOT THE DRONE HOVERING ABOVE, THE DJI INSPIRE 2 DRIFTED TOWARDS A BUILDING MAKING CONTACT WITH THE BUILDING AND FELL TO THE GROUND.

Operator Comments:

10 WP21 20211029022729 7/27/2022 12:00:00 AM I 0 BLYTH, CA

Remarks: ON OCTOBER 29, 2021, BLYTHE, CA. A SKYFISH M4 UAS (UNMANNED AERIAL SYSTEM) REGISTRATION # FA3MLNE4K9 LOST POWER AND STRUCK A SOLAR PANEL AT THE BLYTHE SOLAR POWER PROJECT, SOLAR SITE. THIS UAS IS A 12.4 POUND DRONE WITH A MOUNTED CAMERA USED MOSTLY FOR PHOTOGRAPHY AND OBSERVATION WORK. THE PROPERTY DAMAGE WAS GREATER THAN \$500 DOLLARS AND THEREFORE THE INCIDENT WAS REPORTED TO THE FAA DRONE ZONE AS REQUIRED PER CFR 107.9. IN THE PILOT'S REPORT OF THE ACCIDENT, [REDACTED], CERTIFICATE # [REDACTED] STATED: (THE RPIC (ME, PILOT) AND THE VO (OBSERVER) WERE COLLECTING REPEATED IMAGES OF OBJECTS WITH A SKYFISH M4 MULTI-ROTOR UAS AT A HEIGHT OF 18 METERS AGL AT A SOLAR FACILITY. AFTER COMPLETING OUR PRE-FLIGHT AND TAKE-OFF CHECKLISTS, WE BEGAN CAPTURING IMAGES. A FEW MINUTES INTO THE FLIGHT (OUR 5TH FLIGHT THAT DAY WITH THIS UAS), APPROXIMATELY 30 METERS AWAY FROM OUR LAUNCH SITE, THE MOTORS SUDDENLY STOPPED SPINNING AND THE UAS FELL AND STRUCK A SOLAR PANEL AND A PORTION OF ANOTHER PANEL. THERE WERE NO MISSION APPLICATION WARNINGS ON THE TABLET PRIOR TO THE LOSS OF POWER LEADING US TO SUSPECT EITHER A BATTERY FAILURE OR POWER FAILURE OF SOME SORT. THE TWO LITHIUM BATTERIES THAT POWERED THE UAS WERE DISPOSED OF IN A LITHIUM BATTERY DISPOSAL BIN ON SITE GIVEN THE FIRE HAZARD DAMAGED LITHIUM BATTERIES PRESENT. THE INCIDENT WAS IMMEDIATELY REPORTED TO THE SITE MANAGER AND THE PANEL SECTION THAT INCURRED DAMAGE WAS TURNED OFF. UPON INSPECTION OF THE UAS, SKYFISH (MANUFACTURER) FOUND THAT THE RIGHT-SIDE INTERNAL POWER CONNECTOR (NOT THE EXTERNAL BATTERY CONNECTION WHERE THE PILOTS CONNECT THE BATTERY), WAS MELTED WITH SOOT PRESENT INDICATING A SHORT IN THE POSITIVE LEAD. THE SUDDEN LOSS OF POWER IN-AIR CORRESPONDS TO THE HYPOTHESIS THAT THE INTERNAL CONNECTOR EXHIBITING SOOT LOST CONNECTION TO ITS NEGATIVE LEAD DURING FLIGHT AND CAUSED A UAS-WISE LOSS OF POWER AND A SURGE OF CURRENT INTO THE LOGIC PDB. NO INJURIES OCCURRED GIVEN OUR FLIGHT PROTOCOL (AVOIDS FLIGHT OVER PEOPLE.) THIS UAS HAS BEEN EXAMINED BY THE MANUFACTURER AND CAUSE OF THE ACCIDENT WAS DETERMINED AS STATED IN THE PILOTS REPORT ABOVE. A LOSS OF BATTERY CONNECTION, IN PART DUE TO A MODIFIED UAS FROM THE FACTORY THAT WAS BEING USED WHILE THE OPERATORS DRONE WAS BEING REPAIRED. IN THIS EVENT THERE WAS NO APPARENT RECOVERY THE PILOT COULD HAVE MADE TO AVOID THE POWER FAILURE. THIS INVESTIGATION IN CONSIDERED CLOSED WITH NO FURTHER ACTION. SAS ID NUMBER: WP210220167 TASK NUMBER: T-WP21-FY22-0091

Operator Comments:

11 EA39 20211126022629 7/27/2022 12:00:00 AM I 0 TRINITY, NC

Remarks: I ARRIVED AT THE [REDACTED] JOBSITE, LOCATED AT [REDACTED]^ A, TRINITY, NC 27370. THIS WAS THE SECOND JOBSITE I HAD VISITED ON THIS DAY. THE AIRCRAFT OPERATED FLAWLESSLY AT THE FIRST LOCATION. I HAVE OPERATED THIS SAME AIRCRAFT AT THE [REDACTED]^ A LOCATION, PERFORMING THE SAME PRE-PLANNED AUTONOMOUS MISSION, NO LESS THAN SIXTEEN TIMES OVER THE PAST FOUR MONTHS WITH NO INCIDENTS. WHILE PERFORMING ASSEMBLY AND PRE-FLIGHT INSPECTIONS OF THE AIRCRAFT, I NOTICED WHAT I PERCEIVED TO BE GUNSHOTS OFF IN THE DISTANCE. I DID NOT PAY MUCH ATTENTION TO THIS AS THE AREA IS KNOWN TO BE POPULAR FOR HUNTING THIS TIME OF THE YEAR. I PROCEEDED TO UPLOAD THE [REDACTED]^ A MISSION TO THE AIRCRAFT AND AFTER FINAL CHECKS, LAUNCHED THE AIRCRAFT TO COMPLETE THE MISSION. THE DRONE FLEW TO ITS FIRST WAYPOINT AND BEGAN FLYING THE GRID PATTERN NECESSARY TO COMPLETE THE DESIRED MAPPING MISSION. APPROXIMATELY FIVE MINUTES INTO THE MISSION, THE AIRCRAFT SUDDENLY LOST CONNECTION WITH THE CONTROLLER AND IMMEDIATELY FELL FROM A HEIGHT OF 210FT AGL. I AM UNABLE TO SAY WITH CERTAINTY THAT A GUN WAS FIRED AT THE TIME THE AIRCRAFT FAILED, AS MY HEARING WAS IMPAIRED BY A BULLDOZER THAT WAS BEING OPERATED AT THE JOBSITE DURING THE SAME TIME PERIOD. ONCE IT WAS CLEAR THE AIRCRAFT HAD CRASHED, I PACKED UP THE REST OF MY EQUIPMENT AND BEGAN SEARCHING FOR THE WRECKAGE. UPON LOCATING THE CRASH SITE AT 35.886214, -80.003967, I IMMEDIATELY TOOK PICTURES OF THE WRECKAGE BEFORE MOVING ANY OF THE COMPONENTS. WHEN I DID EVENTUALLY RETRIEVE THE AIRCRAFT, I NOTICED WHAT APPEARED TO BE A BULLET HOLE ON THE BOTTOM SIDE OF THE AIRCRAFT. IT WAS AT THIS TIME THAT I REALIZED THE AIRCRAFT MAY HAVE PURPOSELY BEEN TARGETED AND SHOT DOWN. I CONTACTED MY EMPLOYER'S OFFICE AND WAS INSTRUCTED TO CONTACT THE LOCAL LAW ENFORCEMENT OFFICE AND FILE A REPORT. I THEN CONTACTED THE RANDOLPH COUNTY SHERIFF'S OFFICE AND REQUESTED AN OFFICE BE SENT TO MY LOCATION. [REDACTED]^ A RESPONDED TO THE CALL AND PROCEEDED TO TAKE PICTURES AND FILE AN OFFICIAL REPORT (OCA: 210028012). AFTER COMPLETING THE REPORT WITH [REDACTED]^ A, I RETURNED HOME WITH THE AIRCRAFT IN MY POSSESSION.

ON SATURDAY 11/27/2021, I REMOVED THE BOTTOM COVER FROM THE AIRCRAFT, IN AN ATTEMPT TO RECOVER THE MICROSD CARD, AND DISCOVERED WHAT APPEARED TO BE A BULLET INSIDE THE AIRCRAFT. I REMOVED THE OBJECT FROM THE AIRCRAFT AND PLACED IT IN A SMALL BAG. I REPLACED THE BOTTOM COVER AND PACKAGED THE AIRCRAFT FOR SHIPMENT BACK THE MANUFACTURER FOR REPLACEMENT.

Operator Comments:

12	WP21	20211212022739	7/27/2022 12:00:00 AM	I	0	MURRIETA, CA
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Remarks: THE RIVERSIDE FSDO (RAL FSDO) WAS INFORMED THAT ON DECEMBER 12, 2021 A UAS HIT A POWER LINE IN MURRIETA, CA. THE OPERATOR OF THE UAS WAS AN OFFICER FOR MENIFEE POLICE DEPARTMENT ASSISTING MURRIETA PD TRACKING A POTENTIAL SUSPECT. THE OFFICER AND HIS OBSERVER, HIS SUPERVISOR, DECIDED TO MOVE TO A NEW LOCATION IN ORDER TO ATTEMPT TO GET TO ANOTHER VANTAGE POINT TO BETTER LOCATE THE SUSPECT. AFTER RELOCATING, THE OFFICER LAUNCHED THE DRONE AND THE UAS STRUCK THE POWER LINE DURING ITS INITIAL CLIMB. THE OFFICER STATED THE AREA WAS NOT WELL LIT AND BOTH HE AND IS OBSERVER WERE RUSHED TO LOCATE THEIR SUSPECT. NEITHER NOTICED THE POWER LINES ABOVE THEM DURING THEIR QUICK SURVEY OF THE AREA. UPON REALIZING THE UAS STRUCK THE POWERLINE THE OFFICERS REPORTED THE INCIDENT. THE LOCAL POWER COMPANY WAS DISPATCHED AND THE POWER LINE WAS REPAIRED. THE REMOTE PIC WAS DISPLAYED A COMPLIANT ATTITUDE AND BROUGHT BACK TO COMPLIANCE WITH COUNSELING AND A COURSE FROM THE FAAST WEBSITE.

Operator Comments:

13	SW11	20211213022719	7/27/2022 12:00:00 AM	I	0	LITTLE ROCK, AR
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Remarks: AFTER RECIEVING A REPORT OF A POSSIBLE DRONE ABOVE AN AIRPORT TOWER, THE LITTLE ROCK PD AND LITTLE ROCK AIRPORT SECURITY SEARCHED THE AREA AND FOUND NO SIGN OF A DRONE OR A PILOT. PO REPORT #2021-152-176

Operator Comments:

14	WP21	20220106006009	7/27/2022 12:00:00 AM	I	0	ADELANTO, CA
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Remarks: EL MIRAGE, CA (99CL): UAV14, MQ4, AFTER EXPERIENCING LINK CONNECTIVITY ISSUES THE UAS ENTERED LOITER PER LOST LINK PROCEDURES. AFTER CONNECTING AND THEN LOSING LINK AGAIN THE UAS WAS OBSERVED SQUAWKING EMERGENCY. THE UAS OPERATOR CONFIRMED EMERGENCY STATUS AND WAS NOT ABLE TO LAND AT 99CL. THE UAS MADE AN OFF AIRPORT LANDING 3 MILES NORTH OF 99CL IN THE EL MIRAGE DRY LAKE BED. NO US REGISTRATION NUMBER OR OTHER IDENTIFYING INFORMATION GIVEN ON AIRCRAFT. TWO PHONE NUMBERS WERE LISTED IN NOTIFICATION FOR THE RECOVERY TEAM. WHEN CALLED, BOTH NUMBERS WERE ANSWERED BY A SECURITY COMPANY. THE EMPLOYEE WOULD NOT RELEASE ANY INFORMATION AS TO COMPANY NAME, BUSINESS, OR AFFILIATION TO THE AIRCRAFT.

Operator Comments:

15	EA21	20220114005939	7/27/2022 12:00:00 AM	I	0	UNIONVILLE, VA
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Remarks: THE DRONE PILOT WAS CONDUCTING A SURVEY OVER A SOLAR PANEL FIELD. HE HAD APPROXIMATELY 16 MINUTES OF BATTERY LIFE LEFT. HE WOULD EXPECT A WARNING ONCE IT REACHED 7 MINUTES. THE APP DISPLAYED 16 MINUTES AND GAVE NO WARNINGS. THERE WAS A QUICK FLASH STATING A BATTERY PROBLEM AS THE DRONE SIMULTANEOUSLY WOBBLLED AND CRASHED FROM ITS HOVER IN FLIGHT.

Operator Comments:

16	SO11	20220407005979	7/27/2022 12:00:00 AM	I	0	ATLANTA, GA
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Remarks: ON THURSDAY APRIL 7, 2022 THE RPIC WAS FLYING AN ACCIDENT INSPECTION CASE ON THE HIGHWAY IN ATLANTA, GA. DURING THE CLIMB TO 60FT THE APPLICATION ON THE CONTROLLER SAID "LOST CONNECTION". THE RPIC LOOKED UP TO SEE WHERE THE UAS WAS AND SAW IT CRASHING TO THE GROUND. THE UAS WAS SUBSTANTIALLY DAMAGED. THERE WERE NO INJURIES AND NO PROPERTY DAMAGE.

Operator Comments:

17	SO35	20200715021179	3/1/2022 12:00:00 AM	I	0	NORTH PORT, FL
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Remarks: ON JULY 15, 2020 AT 1050 EDT, A DJI, MAVIC 2 ZOOM L1Z UAS, SERIAL # 0M6TG85R0A04ZP, UA FA REGISTRATION # FA3RE7RNWP, REGISTERED TO [REDACTED] (PIC), REMOTE PILOT CERTIFICATE # [REDACTED] LOST CONTROLLED FLIGHT IN THE AREA OF [REDACTED] AND HIT A BLACK NISSAN PICKUP TRUCK BEARING FLORIDA LICENSE PLATE [REDACTED] TRAVELING ALONG TAMiami TRAIL IN NORTH PORT CAUSING PROPERTY DAMAGE. THE UAS WAS FLOWN ON A RECREATIONAL FLIGHT OVER A CONSTRUCTION SITE AT [REDACTED], USING AN AUTOMATIC FREQUENCY SELECTION FEATURE THAT RANGED FROM 2.400 - 2.4835 GHZ; 5.725 - 5.850 GHZ. WEATHER CONDITIONS WERE CLEAR AND ARE NOT CONSIDERED A FACTOR. THE UAS WAS DESTROYED AND THE PROPERTY DAMAGE WAS GREATER THAN \$500. THERE WERE NO PERSONAL INJURIES. THE FLIGHT ORIGINATED FROM [REDACTED], EARLIER THAT DAY. WHILE THIS INCIDENT MEETS FAA UAS ACCIDENT CRITERIA, IT DOES NOT MEET THE NTSB'S UAS ACCIDENT CRITERIA. THE NTSB WOULD NOT ISSUE A NTSB ACCIDENT NUMBER FOR THIS EVENT. THEREFORE, THIS EVENT WILL BE CLASSIFIED AN INCIDENT.

Operator Comments:

18	WP19	20201121021339	3/1/2022 12:00:00 AM	A	0	LAS VEGAS, NV
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Remarks: ON NOVEMBER 11, 2020, AT APPROXIMATELY 11520 PDT, THE LAS VEGAS FLIGHT STANDARDS DISTRICT OFFICE RECEIVED NOTIFICATION BY THE LAS VEGAS METROPOLITAN POLICE DEPARTMENT (LVMPD) OF A UAS THAT CRASHED INTO THE SIDE OF THE ALLEGIAN STADIUM IN LAS VEGAS, NV. THE UAS WAS AN UNREGISTERED DJI MAVIC 2 ZOOM. THE UAS CRASHED ON THE NORTHEAST SIDE OF THE STADIUM STRIKING TWO BLACK GLASS PANELS. THE INITIAL INVESTIGATION REVEALED THAT THE UAS STRUCK TWO GLASS PANELS APPROXIMATELY 80-100 FEET FROM THE GROUND. THE UAS SUBSEQUENTLY FELL TO THE GROUND SUSTAINING SUBSTANTIAL DAMAGE TO THE ROTOR BLADES AND EXTERNAL CAMERA. SEVERAL SCRATCH MARKS, CONSISTENT WITH A UAS ROTOR SYSTEM, WERE OBSERVED ON TWO GLASS PANELS.

Operator Comments:

19	SW19	20201208021359	3/1/2022 12:00:00 AM	I	0	MCKINNEY, TX
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Remarks: UAS AFTER TAKEOFF LOST COMMUNICATION AND GPS MANUEVERABILITY. UAS STARTED TO DRIFT TOWARD THE BUILDING. OPERATOR CAUGHT THE UAS WHILE FLYING AND SUSTAIN SEVERAL CUTS TO THE ARM, FACE AND THIGH.

Operator Comments:

20	SW03	20170216008299	2/28/2022 12:00:00 AM	A	0	NEW ORLEANS, LA
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Remarks: WHILE CONDUCTING VIDEO FLIGHT FOR SMOOTHIE KING AT THE SMOOTHIE KING CENTER, NEW ORLEANS, LA, PIC LOST SIGNAL TO UAS USING 2.4 GHZ IMMEDIATELY SWITCHED TO 5.8GHZ BUT WAS UNABLE TO RECONNECT TO UAS. UAS CONTINUED FLIGHT AT ORIGINAL HEADING AND ALTITUDE. PIC MAINTAINED LOS WHILE ATTEMPTING TO REBOOT CONTROLLER. UAS EVENTUALLY MADE CONTACT WITH VERIZON SIGN AT THE CAUSING DAMAGE TO BOTH THE SIGN AND THE UAS. PIC STATED THAT SPECTRUM ANALYSIS CONDUCTED BY TURNER SPORTS DURING THAT TIME PERIOD REVEALED THAT MANY DEVICES WERE COMPETING FOR BANDWIDTH ON THOSE TWO FREQUENCIES.

Operator Comments:

21	NM13	20210402003119	2/1/2022 12:00:00 AM	A	0	SPANGLE, WA
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Remarks: BLOCK 13: UA REG #FA3PC3499C; UA M/M/S DJI/L1P/1633G5H; YEAR OF MANUFACTURE:UNKNOWN REMOTE PILOT CERTIFICATE # [REDACTED] FREQUENCY USED-2.4 GHZ/5.2 GHZ 04/14/2021: CONDUCTED AN INTERVIEW WITH THE PILOT BY PHONE. THE PILOT RESPONDED TO ASI'S EMAIL BY CALLING BACK LATER THAT MORNING. THE PILOT WAS BRIEFED ON THE PILOT'S BILL OF RIGHTS AND THE FAA'S COMPLIANCE PROGRAM (PBR/CP). THE ASI FOLLOWED UP BY EMAILING AN ELECTRONIC COPY OF THE PBR/CP BROCHURE TO THE PILOT. NARRATIVE: THE PILOT STATED THE INCIDENT OCCURRED ON THE LAST PHOTO SHOOT OF THE DAY. THE PLAN WAS TO CONDUCT A PHOTO-FLYBY OF A BUS TO CAPTURE THE MOUNTAIN SCENE IN THE BACKGROUND. A PRACTICE RUN WAS MADE PRIOR TO CONDUCTING THE ACTUAL PHOTO SHOOT. AFTER THE PRACTICE RUN, THE PILOT WAS REPOSITIONING THE UAS FOR THE PHOTO SHOOT. AS THE UAS APPROACHED THE FRONT OF THE BUS, THE WIND CHANGED, POSSIBLY IN A VORTEX MOTION AND CAUSED THE PILOT TO LOSE CONTROL OF THE UAS AND THE UAS STRUCK THE BUS. THE UAS ROTORS CONTINUED SPINNING AS IT DESCENDED TO THE GROUND, CAUSING SCRAPING DAMAGE DOWN THE SIDE OF THE BUS. THE PILOT STATED HE KNEW THE WINDS WERE GUSTING BUT DID NOT ANTICIPATE SUCH AN EFFECT FROM THE WIND COMING OFF THE FRONT OF THE BUS. THE PILOT OBSERVED THE UAS WAS MORE STABLE AT HIGHER ALTITUDES THAN WHEN OPERATING CLOSER TO THE GROUND (BELOW 20' AGL). THE PILOT HAS FILED AN INSURANCE CLAIM FOR THE DAMAGE TO THE BUS AND IS WAITING FOR THE INSURANCE ADJUSTER TO DETERMINE IF THE \$500 OF DAMAGE THRESHOLD WAS MET. NOTE: PER 49 CFR PART 830, THE NTSB WAS NOT INVOLVED WITH THIS INCIDENT AS THE UAS' MAX GROSS WEIGHT IS UNDER 300 POUNDS AND THE PROPERTY DAMAGE IS LESS THAN \$25,000. THE INVESTIGATION DETERMINED NO REGULATORY VIOLATION OCCURRED AND NO FURTHER ACTION IS RECOMMENDED. INVESTIGATION #: ANM1320210002 SAS TASK#: T-NM13-FY21-0228 SAS AR: NM13202102419

Operator Comments:

22	SO63	20210903016239	11/18/2021 12:00:00 AM	I	0	SAN JUAN, PR
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Remarks: UAS PILOT [REDACTED] REMOTE CERTIFICATE # [REDACTED] WAS HIRED BY PRODUCER [REDACTED] TO DO SOME AERIAL SHOTS OF EL MORRO FOR A DOCUMENTARY ABOUT THE 500 YEARS OF THE CITY OF SAN JUAN ON SEPTEMBER 3RD. USED RENTED DJI INSPIRE 2 DRONE. LOST CONTROL LINK WITH DRONE ON WAY BACK CRASHED INTO EL MORRO FORT IN OLD SAN JUAN.

Operator Comments:

23	NM03	20210906016251	11/18/2021 12:00:00 AM	I	0	COLORADO SPRING, CO
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Remarks: ON SEPTEMBER 6, 2021 AT APPROXIMATELY 1315 Z, 0715 LOCAL TIME, A MAVIC 2 PRO DRONE COLLIDED WITH A HOT AIR BALLOON, OVER PROSPECT LAKE IN COLORADO SPRINGS, COLORADO. THE HOT AIR BALLOON DID NOT RECEIVE ANY DAMAGE, AND THERE WERE NO INJURIES.

Operator Comments:

24	AL03	20211010016181	11/18/2021 12:00:00 AM	A	0	PALMER, AK
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Remarks: SEE HELICOPTER REPORT ATQA #AAL0322002 FOR ADDITIONAL DETAILS. ON OCTOBER 10, 2021 AT APPROXIMATELY 1320 AKDT, A DJI AIR 2S DRONE WITH AN FAA REGISTRATION NUMBER: *FA3P4CAK37* SERIAL NUMBER *3YTSJ4T0030A8A*, OPERATED BY [REDACTED], TOOK OFF FROM A LOCATION ON THE SHORE OF A BODY OF WATER KNOWN LOCALLY AS "GLACIER LAKE". THE DRONE OPERATOR WAS A CUSTOMER OF AN ATV TOUR COMPANY AT THE KNIK GLACIER. THE MOTOR TOUR GROUP STOPPED AT A KNOWN STOPPING LOCATION FOR CUSTOMERS TO TAKE PHOTOS AND EAT. THE DRONE OPERATOR LAUNCHED THE DRONE FROM A LOCATION AT THE BOTTOM OF A 50 FOOT BLUFF NEXT TO THE WATER FOR THE PURPOSES OF TAKING PICTURES AND VIDEO OF A FAMILY EVENT. AFTER TAKEOFF, THE DRONE OPERATOR CLIMBED THE DRONE TO 94 FEET AGL AND FLEW THE DRONE OVER THE WATER ABOUT 200 FEET TO THE SOUTH. AT 1 MINUTE INTO THE FLIGHT, THE DRONE WAS AT 86.9 FEET AGL AND 194 FEET FROM THE TAKE-OFF POINT MOVING TOWARDS THE OPERATOR. A HELICOPTER FLEW OVER A BLUFF FROM BEHIND AND TO THE LEFT THE DRONE OPERATOR. THE HELICOPTER EXECUTED A RIGHT APPROXIMATELY 180 DEGREE TURN OVER THE WATER AT 80 FEET AGL. ABOUT HALF WAY THROUGH THE TURN THE DRONE IMPACTED THE LEADING EDGE OF THE HELICOPTER MAIN ROTOR BLADE. THE DRONE WAS DESTROYED AND THE VEHICLE PARTS WERE LOST IN THE LAKE.

Operator Comments:

25	SW11	20211010016249	11/18/2021 12:00:00 AM	I	0	FORT SMITH, AR
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Remarks: *N20816*, PA32, PASSED A WHITE UAS OFF RIGHT SIDE WHILE E BOUND AT 7,500 FEET 10 E FORT SMITH. NO EVASIVE ACTION TAKEN. YELL COUNTY SHERIFF NOTIFIED

Operator Comments:

26	NM05	20211010016279	11/18/2021 12:00:00 AM	A	0	BILLINGS, MT
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Remarks: UAS REGISTRATION: *FA37E7Y4M3* MAKE: DJI MODEL: MATRICE SN: *11805A-M200V21811* SAS TASK#: T-NM05-FY22-0119 WHILE IN A PROGRAMMED HOVER MODE, THE UAS ENCOUNTERED A GUST OF WIND WHICH CAUSED THE UAS TO SPIRAL THEN MANEUVER OUT OF CONTROL IMPACTING A POLICE DEPARTMENT VEHICLE (THE PILOT WAS ALSO A LAW ENFORCEMENT OFFICIAL).

Operator Comments:

27	EA39	20191120024689	11/17/2021 12:00:00 AM	I	0	NEW BERN, NC
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Remarks: GRYHK04 E2 ILM ENROUTE NGU AT 110 REPORTED UAS ACTIVITY EWN 292/15, @2110, AIRCRAFT WAS NORTHEAST BOUND, REPORTED OF RIGHT SIDE, WHITE DRONE, 200FT BELOW AIRCRAFT, PILOT REPORTED NO EVASIVE ACTION REQUIRED. DEN NOTIFIED, EA ROC NOTIFIED.

Operator Comments:

28 GL25 20210515015989 11/17/2021 12:00:00 AM A 0 TOLEDO, OH

Remarks: UA REGISTRATION NUMBER: ^FA3EF73XY^ UAS MAKE: MAVIC AIR2 SERIAL NUMBER: ^3N3BH7K002057G^ REMOTE PILOT CERTIFICATE: ██████████ FREQUENCY: 2.4GHZ. THE PILOT WAS INTERVIEWED AND NO FAULT BY THE PILOT WAS FOUND DURING THE DISCUSSION. PILOT WAS HOVERING UAS STEADY INDOORS FOR SEVERAL MINUTES AT LOCATION TAKING A PICTURE OF A STAINED GLASS WINDOW FOR THE CHURCH CLERGY WHEN UAS LOST CONTROL AS DESCRIBED BY PILOT, A FLYAWAY SCENARIO AND UNCONTROLLABLE. IT IS NOT KNOWN IF ANY RADIO INTERFERENCE CAUSED THE UAS TO BE UNRESPONSIVE, AN INTERNAL SYSTEM FAULT, OR MOMENTARY GPS LOCK AND UNLOCK WHICH MIGHT HAVE CAUSED THE UAS TO DEFAULT TO RETURN TO HOME MODE. UAS STRUCK A STAINED GLASS WINDOW AND BROKE A PIECE OF GLASS. UAS THEN FELL TO THE GROUND. HE WAS THEN NOTIFIED LATER THAT THE DAMAGE QUOTED WAS \$3800.00. HE THEN REPORTED THE ACCIDENT. THE REPORT WAS SUBMITTED LATER THAN THE 10 DAY REQUIREMENT BECAUSE HE DID NOT FIND OUT HOW MUCH THE DAMAGE WOULD COST UNTIL AFTER HE RECEIVED THE QUOTE FOR REPAIR FROM THE CHURCH.

Operator Comments:

29 EA27 20210630015979 11/17/2021 12:00:00 AM A 0 CENTREVILLE, VA

Remarks: ON JULY 8, 2021, THE WASHINGTON FSDO RECEIVED UAS PART 107 ACCIDENT ? DRA EVENT ID: 670211, 06/30/2021 0945 EDT, LOCATION CENTREVILLE, VA 20121 UAS REGISTRATION NUMBER ^FA3ANNHEF3^, CRASHED INTO A PARKED VEHICLE CAUSING DAMAGE TO A QUARTER PANEL IN AN AMOUNT GREATER THAN \$500. UAS OPERATOR REPORTED THE UAS EXPERIENCED A POWER FAILURE DURING FLIGHT. ACCIDENT REPORT DETAILS REFERENCE NUMBER: UASA-2021-00016 SUBMITTED BY ██████████ ^ ON JULY 7, 2021 07:55 PM ON JULY 12, 2021, AST ██████████ ^ SEND EMAIL TO SPECIAL AGENT ██████████ FOR A DRONE REGISTRATION SEARCH AND REQUEST INFORMATION ON THE ACCIDENT. SPECIAL AGENT ██████████ RESPONDED TO THE EMAIL, ATTACHING THE UAS REGISTRATION INFORMATION, NO OTHER INFORMATION ON THE ACCIDENT WAS RECEIVED. UAS REGISTERED TO: ██████████ TRAVELERS INSURANCE, UAS MANUFACTURER: DJI, MODEL PHANTOM 4 PRO, SERIAL NUMBER: ^0AXCE820A3039^ ON JULY 26, 2021, AST ██████████ SEND EMAIL TO ██████████ ^, MANAGER DIRECTOR, PROPERTY CLAIM PRODUCT TRAVELERS, REQUESTING PHOTOS OF THE UAS, ESTIMATE OR QUOTE OF TOTAL DAMAGE AND A STATEMENT FROM THE PILOT OF THE EVENT. ██████████ ^ RESPONDED TO THE EMAIL ██████████ ^ STATED THAT HE WAS WAITING FOR THE WRITTEN REPAIR QUOTE FOR THE VEHICLE BUT ESTIMATED THE DAMAGES BETWEEN \$2,500 - \$3,000. INCLUDED IN THE EMAIL RESPONSE WAS A STATEMENT FROM THE REMOTE PILOT ██████████ AND PHOTOS OF THE DAMAGED VEHICLE. ██████████ STATEMENT: REMOTE PILOT: ██████████ AFTER LADDER NOW INSPECTION WAS COMPLETED. I PLACED DRONE IN A CLEAR SPACE TURNED IT ON AND SYNCED TO DJI. AFTER ALLOWING IT TO HOVER FOR ABOUT 2 MINUTES I INSPECTED THE LIGHTS FROM BELOW AND HAD TWO GREEN LIGHTS AND TWO RED LIGHTS. ██████████ CONFIRMED THAT THE LIGHT PATTERN WAS WHAT I WANTED TO SEE. I MOVED TOWARDS THE SIDE WALK SO I WOULD HAVE SHADE TO SEE THE SCREEN DURING FLIGHT. I PULLED THE LEFT CONTROLLER STICK TOWARDS THE LEFT WHICH WOULD BRING THE DRONE TOWARDS ME. AS IT BEGAN TO MOVE TOWARDS THE LEFT THE POWER FAILED AND IT DROPPED SMASHING INTO THE REAR OF THE INSURED'S NEIGHBORS CAR AND THEN ON TO THE GROUND. THERE IS DAMAGE TO THE CAMERA, THE DRONE, AND THE BACK OF NEIGHBOR'S CAR. 9/15/2021 ? TELEPHONE CONVERSATION WITH ██████████ ^, DRONE WAS PERFORMING ROOF INSPECTION, DRONE WAS SEND TO MANUFACTURER DJI FOR REASON THE DRONE LOST POWER, WAS TOLD THAT THERE WAS A BATTERY MALFUNCTION, REQUESTED REMOTE PILOT CERTIFICATE OF PILOT BE SUBMITTED BY EMAIL RECEIVED EMAIL WITH REMOTE PILOT LICENSE, VERIFIED IN SPAS, NO EIS VIOLATION RECORD. CONCLUSION: THE WAS NO COMPLIANCE VIOLATION, ACCIDENT CAUSE BY EQUIPMENT MALFUNCTION.

Operator Comments:

30 EA13 20210616008649 9/27/2021 12:00:00 AM I 0 QUARRYVILLE, PA

Remarks: THE SUSPECT UAS WAS FOUND ALONG THE SIDE OF THE PROPERTY LOCATED AT ██████████ UAS OPERATOR COULD NOT BE LOCATED. UAS DOES NOT HAVE A VALID REGISTRATION DECAL.

Operator Comments:

31 CE03 20210228008799 9/16/2021 12:00:00 AM I 0 CAHOKIA, IL

Remarks: RECEIVED NOTIFICATION OF UAS SIGHTING FROM A PILOT OF A PA34 AIRCRAFT ON APPROACH TO ST. LOUIS DOWNTOWN AIRPORT (CPS) AT AN ALTITUDE OF APPROXIMATELY 1300 FT. UAS WAS REPORTED TO BE RED IN COLOR AND APPROXIMATELY A 2-FOOT WIDE QUADCOPTER. UAS WAS AT PA34'S 12 O'CLOCK POSITION AND CAUSED THE PILOT OF THE PA34 TO DIVE 100 FEET IN ORDER TO AVOID IT RESULTING IN A NEAR MID-AIR COLLISION (NMAC). ATC CONTACTED LOCAL LAW ENFORCEMENT WHO CONDUCTED A SEARCH OF THE GROUND AREA NEAR THE SIGHTING OF THE UAS. NO UAS OPERATOR WAS IDENTIFIED. INSUFFICIENT INFORMATION IS AVAILABLE TO PURSUE AN INVESTIGATION. REFER TO NMAC REPORT # NGLTCPS21001.

Operator Comments:

32 SW11 20210508008819 9/16/2021 12:00:00 AM I 0 HOT SPRINGS, AR

Remarks: ON MAY 8TH, AROUND 2030 LOCAL, N222LP, BE10, ECP-HOT, REPORTED A UAS FLEW DIRECTLY AT AND 50 FEET OVER THE TOP THE AIRCRAFT WHILE AT 600 FEET ON FINAL APPROACH TO HOT AIRPORT. NO EVASIVE ACTION TAKEN. HOT SPRINGS PD NOTIFIED

Operator Comments:

33 GL13 20210616004949 9/15/2021 12:00:00 AM A 0 ONALASKA, WI

Remarks: REGISTRATION: ^FA3MXAW4LL^ MAKE: DJI MODEL: PHANTOM 4 V.2.0 SERIAL NUMBER: 11USJ31R710039 RPIC CERT NUMBER: ██████████ ON JUNE 16, 2021 THE UAS DESCRIBED ABOVE WAS OPERATED BY THE CERTIFIED PILOT LISTED ABOVE WAS BEING USED TO PERFORM SURVEILLANCE OF A BUILDING. AS THE UAS WAS RETURNING TO LAND DUE TO STRONG WINDS IT PASSED BETWEEN 2 METAL WAREHOUSE STRUCTURES AND LOST GPR SIGNAL. WHEN A STRONG GUST OF WIND BLEW THE UAS TOWARDS THE RPIC AND IN AN ATTEMPT TO DISABLE THE UAS HE REACHED TO GRAB IT AND TURN IT UPSIDE DOWN WHICH WOULD AUTOMATICALLY DISABLE THE ROTORS. THE WIND GUST MADE IT HARD TO PROPERLY GRAB THE UAS AND RESULTED IN THE RPIC RECEIVING CUTS FROM THE ROTOR BLADE ON HIS RING AND PINKY FINGERS. THE RPIC REQUIRED THREE STITCHES ON HIS LEFT HAND RING FINGER AND TWO ON HIS LEFT HAND PINKY FINGER

Operator Comments:

34 SW11 20210808008579 9/15/2021 12:00:00 AM I 0 LITTLE ROCK, AR

Remarks: 08/08/2021 1506Z 08/08/2021 1006 CDT UAS/DRONE INCIDENT ASW LITTLE ROCK, AR LIT MOR N5041E C172 LITTLE ROCK, AR: N5041E, C172, REPORTED A RED AND BLUE UAS 100 FEET BELOW AT THE 4 O'CLOCK POSITION WHILE NW BOUND AT 1,400 FEET 6 W LIT. NO EVASIVE ACTION TAKEN. LITTLE ROCK PD NOTIFIED AT ██████████. 08/08/2021 1506Z

Operator Comments:

35 NM11 20210528004039 8/11/2021 12:00:00 AM A 0 BUHL, ID
Remarks: PILOT CERT: ██████████ WAS DOING A DEMONSTRATION, WITH A PRECISION VISION 35, BY LEADING EDGE AERIAL TECH. (REG# ^FA3F99PKFM^), FOR WEST END MEN'S CLUB, IN BUHL, ID. AS THE DRONE TOOK OFF, HE MADE AN INCORRECT INPUT (THE DRONE WAS FACING THE PILOT AND NOT AWAY AS IN TYPICAL OPERATIONS) TO THE CONTROLS AND BROUGHT THE UAS HARD LEFT, WITH THE PROPELLER HITTING A CAR THAT WAS ABOUT 10 TO 12 FT AWAY. THE DAMAGE WAS TO A 2013 CHEVY IMPALA ON THE FRONT HOOD AND FENDER. THE TOTAL COST OF THE REPAIRS CAME TO \$713, PUTTING IT ABOVE THE MANDATORY REPORTING OF \$500. THE REPORT WAS NOT SUBMITTED BY THE UAS PILOT EARLIER BECAUSE BOTH HE AND THE OWNER OF THE VEHICLE DID NOT THINK IT WAS A BIG DEAL AND THE OWNER BELIEVED IT WOULD "BUFF OUT". UPON INTERVIEWING THE OWNER OF THE VEHICLE, HE CONFIRMED THAT HE THOUGHT IT WOULD "BUFF OUT" BUT AS IT WAS A COUNTY VEHICLE, HE HAD TO HAVE IT FIXED PROPERLY WITH THE TOTAL BEING \$713. THE VEHICLE OWNER STATED HE BELIEVED THERE TO BE A GUST OF WIND THAT CAME UP AT THE SAME TIME AS THE UAS WAS TAKING OFF, WHICH HE BELIEVES MAY HAVE CONTRIBUTED TO THE UAS MOVING HARD LEFT. THE VEHICLE OWNER CONFIRMED THE CLEARANCE AREA OF 10 TO 12 FT FOR THE UAS UPON TAKE OFF.

Operator Comments:

36 SO15 20210711004119 8/11/2021 12:00:00 AM I 0 LOSM MT DORA, FL
Remarks: A LAW ENFORCEMENT DRONE CONDUCTING A LAWFUL MISSION ON 7/11/2021 WAS SHOT DOWN AT APPROX. 0626 HOURS. REMOTE PILOT ██████████ (^CERT # ██████████) WAS PILOTING A LAKE COUNTY SHERIFFS OFFICE (FL) ISSUED DRONE (DJI MATRICE M300 RTK) (^REGISTRATION NUMBER FA3WP4KRRL^) IN AN OVERWATCH MISSION TO PRELIMINARILY CLEAR A LARGE (10 ACRE) WAREHOUSE COMPLEX THAT HAD BEEN BURGLARIZED. JUST BEFORE THE FLIGHT ENDED, TWO SHOTS WERE FIRED AT THE DRONE. IT APPEARS THAT ONE OF THOSE SHOTS STRUCK THE DRONE IN ITS LIPO BATTERY CAUSING AN IMMEDIATE FIRE ONBOARD THE DRONE. ██████████ ^ ATTEMPTED TO MANUEVER THE DRONE INTO AN OPEN LANDING AREA WITHOUT SUCCESS AS THE RETURN TO HOME FEATURE AND AUTO LANDING SEQUENCES HAD INITIATED DUE TO RAPID LOSS OF BATTERY POWER. THE DRONE CRASHED ON THE ROOF OF A NEARBY METAL BUILDING AND SLID DOWN DUE TO THE PITCHED ROOF WHERE IT GOT CAUGHT ON A RAIN GUTTER AND INVERTED ITSELF OFF OF THE ROOF, INADVERTENTLY SUSPENDING ITSELF AWAY FROM THE BUILDING WHILE IT BURNED OUT. THE DRONE WAS A TOTAL LOSS (30K) HOWEVER, NO OTHER DAMAGE OCCURRED TO ANY NEARBY PROPERTY, STRUCTURES OR PEOPLE.

Operator Comments:

37 WP21 20190528024629 6/22/2021 12:00:00 AM I 0 SAN BERNARDINO, CA
Remarks: UPS PILOT REPORTED A DRONE WITHIN 200 FEET OF THE AIRCRAFT WHILE ON THE ILS APPROACH INTO SAN BERNARDINO (SBD). EVENT OCCURRED AT 1808 LOCAL ON 5/28/19.

Operator Comments:

38 WP21 20190629024639 6/22/2021 12:00:00 AM I 0 RIALTO, CA
Remarks: ON JULY 5, 2019, 1030 PST TIME, A DJI INPSIRE DRONE WAS FLOWN INTO POWER LINES OVER THE MID VALLEY LANDFILL NEAR RIALTO CA. THE OPERATION WAS A WORK ASSIGNMENT FOR THE SAN BERNARINO COUNTY LAND FILL DISTRICT, BY A COUNTY EMPLOYEE. A SOUTHERN CALIFORNIA EDISON WIRE WAS SEVERED AND A SMALL FIRE STARTED.

Operator Comments:

39 SW19 20190712024609 6/22/2021 12:00:00 AM I 0 HOWE, TX
Remarks: ON JULY 12, 2019 AT APPROXIMATELY 1541 LOCAL TIME, A DJI INSPIRE 1V2 UAS, SERIAL #041DD20160 - REGISTRATION NUMBER FA3KYTNE9X, ^OWNED^ AND OPERATED BY ██████████ ^ ON 2.4GHZ FREQUENCY, ENCOUNTERED A LOSS OF CONTROL ON TAKEOFF AND MADE AN UNCOMMANDED TURN TOWARD THE OPERATOR, CAUSING LACERATIONS TO TWO FINGERS ON THE OPERATOR'S HAND. THE AIRCRAFT RECEIVED MINOR DAMAGE, 1 OPERATOR RECEIVED MINOR INJURIES. THE OPERATOR CURRENTLY HOLDS A REMOTE PILOT CERTIFICATE.

Operator Comments:

40 SW09 20191022024599 6/22/2021 12:00:00 AM I 0 HOUSTON, TX
Remarks: THE FOLLOWING UNMANNED AIRCRAFT SYSTEMS (UAS) EVENT WAS REPORTED TO THE FAA, OFFICE REGARDING A UAS WAS BEING FLOWN DURING THE WORLD SERIES GAME 1. A DRONE WAS DETECTED IN AND AROUND DOWNTOWN HOUSTON NEAR THE PRISON AND THE HOUSTON ASTROS BASEBALL STADIUM SUSPECT WAS IDENTIFIED AT APPROXIMATELY 1734 HOURS ON OCTOBER 22, 2019. HP RCRAFT SYSTEM (UAS) FLYING APPROXIMATELY TWENTY FEET STRAIGHT ABOVE HIM. UAS REGISTRATION: FA39M3LPW9 UAS MAKE: DJI MODEL: MAVIC PRO 2 REMOTE PILOT CERTIFICATE NUMBER: NONE FREQUENCY BEING USED BY THE OPERATOR: UNKNOWN ANY ADDITIONAL INFORMATION WHICH ADDS VALUE TO THE REPORT. TYPE OF OPERATION: CIVIL PART 107 ADDITIONAL INFORMATION SEE BLOCK 43.

Operator Comments:

41 SW13 20200106021259 6/22/2021 12:00:00 AM I 0 LUBBOCK, TX
Remarks: N789KC, P46T, WHILE 40 MILES SOUTH OF LBB AT 13000 FT, REPORTED A LARGE YELLOW UNSPECIFIED STYLE 4-FT LONG UAS WITH LIGHTS ON TOP, PASSING JUST BELOW THE ACFT. NO EVASIVE ACTION TAKEN. LUBBOCK COUNTY SHERIFF NOTIFIED WHO IN TURN NOTIFIED LYNN COUNTY SHERIFF

Operator Comments:

42 SW15 20200215021279 6/22/2021 12:00:00 AM I 0 YALE, OK
Remarks: UA FA REGISTRATION NUMBER- FA3WN4WHAC UA MAKE, MODEL, AND SERIAL NUMBER-DJI PHANTOM 4 REMOTE PILOT CERTIFICATE NUMBER-█████████ FREQUENCY BEING USED BY THE OPERATOR-UNKNOWN ANY ADDITIONAL INFORMATION WHICH ADDS VALUE TO THE REPORT.-PILOT STATES HE WAS USING UAS FOR PRACTICE BUT THIS LOCATION IS NOT CONDUCIVE FOR TRAINING. TYPE OF OPERATION-APPEARS TO BE 107 ANY ADDITIONAL INFORMATION DEEMED NECESSARY-NONE

Operator Comments:

43 WP07 20200531021309 6/22/2021 12:00:00 AM I 0 TUCSON, AZ
Remarks: ON MAY 31, 2020 AROUND 2230 HOURS, ██████████ ^ WAS OPERATING A SMALL UAS OVER A POLICE STATION AT ██████████ ^ OFFICERS REPORTED A DRONE OPERATING OVER A CROWD OF PROTESTERS AND INTERFERING WITH ONE OF THEIR OWN HELICOPTERS, N305PD WHEN IT CAME ON SCENE. THE PILOTS IN THE HELICOPTER REPORTED THE DRONE WAS ERRATIC BY MAKING SUDDEN AND QUICK ATTITUDE CHANGES AND OPERATING AT TIMES CLOSE ENOUGH TO THEM, AROUND 50 FEET AND WHERE THEY NEEDED TO MAKE EVASIVE MANEUVERS TO PREVENT A COLLISION. OFFICERS REPORTED THE DRONE APPEARED TO LOSE BATTERY POWER INDICATED BY THE CHANGING IN THE LIGHT INTENSITY AND LIGHT FLASHES ON THE DRONE AND LANDED IN A PARKING LOT OF A PIZZA BUSINESS LOCATED AT ██████████ ^ WHERE SEVERAL GROUND UNITS WERE ABLE TO SECURE THE DRONE AS IT LANDED. THE OPERATOR OF THE DRONE APPROACHED GROUND UNITS AND SAID HE LOST CONTROL

AND WANTED TO MAKE SURE NO ONE WAS INJURED. HE STATED TO THIS INSPECTOR ON THE TELEPHONE, WHEN THEIR HELICOPTER CAME IN TO THE AREA HE WAS NOT SURE WHAT HAPPENED TO THE CONTROLS. HE SAID THE DRONE HAD AN OBSTACLE AVOID FEATURE AND HE THINKS THAT MAY HAVE CAUSED HIM TO LOSE CONTROL. HE SAID HIS BROTHER RECENTLY PURCHASED THE DRONE AND THAT HE WANTED TO TEST IT OUT AND HEARD ABOUT THE EVENT GOING ON AT THE POLICE STATION AND WANTED TO SEE IF HE COULD GET SOME FOOTAGE OF IT. HE SAID HE OPERATES FOR HOBBY AND WAS NOT AWARE AT THAT TIME, OF THE REQUIREMENTS FOR THE TYPE OF FLYING HE DID THAT NIGHT. HE SAID HE DOES NOT HAVE ANY CERTIFICATES AND WAS AWARE HE HAD TO GET THE DRONE REGISTERED BUT THOUGHT THERE WAS A GRACE TIME FOR GETTING THAT DONE. HE SAID WHAT HE KNOWS NOW, IT REALLY WAS A STUPID THING TO DO. OVERALL IT APPEARS THE OPERATOR WHO IS A NON-AVIATION PERSON HAD NO KNOWLEDGE OF REGULATORY REQUIREMENTS. THIS INSPECTOR COUNSELLED THE INDIVIDUAL TO THE EXTENT OF THE FOLLOWING REGULATIONS, PART 101 REGARDING HOBBY AND RECREATIONAL FLYING ALONG WITH FOLLOWING A COMMUNITY BASED SET OF SAFETY GUIDELINES AND IF HE DOES NOT FOLLOW THIS REQUIREMENT OF OPERATION THEN HE BECOMES A PART 107 OPERATOR. HE WAS FURTHER COUNSELLED ON PART 107 REQUIREMENTS REGARDING SMALL UNMANNED AIRCRAFT AND THE REGISTRATION REQUIREMENTS OF PART 48.

Operator Comments:

44	SO67	20200617021219	6/22/2021 12:00:00 AM	I	0	CHARLOTTE, NC
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Remarks: CHARLOTTE, NC: PDT4721, E145, CLT-ORF, OBSERVED A LARGE RED AND BLACK UAS 3 MILES SE OF CLT AT 3,000 FEET. NO EVASIVE ACTION WAS TAKEN. CLT AIRPORT POLICE WERE NOTIFIED. 06/22/2020 2030Z IF LEAD POC IDENTIFIES UAS OPERATOR THIS REPORT WILL BE UPDATED.

Operator Comments:

45	SW15	20200728021289	6/22/2021 12:00:00 AM	I	0	OKLAHOMA CITY, OK
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Remarks: THE SUAS OPERATOR WAS FLYING IN DOWNTOWN AREA WHEN HE LOST CONTROL OF HIS UAS AND IT HIT A BUILDING. THE COUNSELING PTRS#SW15202002387

Operator Comments:

46	AL03	20200809021329	6/22/2021 12:00:00 AM	I	0	
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Remarks: ANCHORAGE, AK (ANC): UPS93, B763, REPORTED A UAS WHILE IN RAMP AREA NEAR DEPARTURE END OF RUNWAY 33. NO ACFT REPORTED IMPACTS BY UAS. ARPT OPERATIONS RESUMED NORMAL OPS AFTER 15 MIN FROM LAST OBSERVANCE. ARPT PD NOTIFIED. 08/09/2020 1130Z

Operator Comments:

47	SW11	20201018021229	6/22/2021 12:00:00 AM	I	0	JACKSONVILLE, AR
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Remarks: JACKSONVILLE, AR (LRF): CADS54, C130, PASSED A UAS 2 N OF LRF AT 1,300 FT MSL AS THE AIRCRAFT PROCEEDED ON RIGHT DOWNWIND FOR RWY 25; UNKN IF ROTORCRAFT OR FIXED-WING. NO EVASIVE ACTION TAKEN.

Operator Comments:

48	SW11	20201206021249	6/22/2021 12:00:00 AM	I	0	TEXARKANA, AR
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Remarks: ON DEC 6TH 2020 AT APPROX 1400 LOCAL, N661DM REPORTED A WHITE UAS WITH GREY BLADES 300 FT BELOW ACFT FROM THE 11 O'CLOCK POSITION WHILE WNW BOUND AT 2500FT. NO EVASIVE ACTION REPORTED. NO ADDITIONAL INFO PROVIDED/AVAILABLE.

Operator Comments:

49	WP23	20201219021349	6/22/2021 12:00:00 AM	I	0	LOS ANGELES, CA
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Remarks: UAS MAKE: DJIR, MODEL: INSPIRE 2, REGISTRATION: FA377PLHFT, SERIAL NUMBER: 09YDH130R45454, PILOT INFO: [REDACTED], CERTIFICATE: [REDACTED] UNCOMMANDED FLY AWAY INTO BUILDING DESTROYING UAS AND DAMAGED WINDOW.

Operator Comments:

50	SW11	20201221021239	6/22/2021 12:00:00 AM	I	0	LITTLE ROCK, AR
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Remarks: ON THE 12TH OF DECEMBER 2020 AT APPROX 1235 LOCAL, A DA20-C1, REG #N910CT, SERIAL#C0111, WAS INBOUND FROM THE EAST ON LEFT BASE TO RWY 18 LIT, LITTLE ROCK NATIONAL AIRPORT, LITTLE ROCK ARKANSAS WHEN THE PILOT REPORTED A BLACK DRONE WITH REFLECTORS AT 2000FT. CLOSEST PROXIMITY WAS 500 FT. NO EVASIVE ACTION TAKEN. NO FURTHER INFORMATION OBTAINED/AVAILABLE.

Operator Comments:

51	GL19	20210225003109	6/22/2021 12:00:00 AM	I	0	PEORIA, IL
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Remarks: THE PILOT STRUCK A CAR WITH MAVIC DRONE WHILE CONDUCTING A ROOF INSPECTION AT PRIVATE RESIDENCE FOR HIS EMPLOYER. THE PILOT REPORTED THAT HE CLIMBED STRAIGHT UPWARDS NOT REALIZING THERE WAS A SKINNY TREE BRANCH IN THE DRONES FLIGHT PATH. ONCE THE DRONE STRUCK THE TREE BRANCH IT WAS DEFLECTED INTO THE SIDE OF A CAR PARKED IN THE DRIVEWAY. THE UAS CAUSED PROPERTY DAMAGE TO THE CAR. NO INJURIES WERE SUSTAINED AND THE UAS REPORTEDLY JUST LOST TWO FAN BLADES.

Operator Comments:

52	SW11	20210302003019	6/22/2021 12:00:00 AM	I	0	FORT SMITH, AR
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Remarks: FORT SMITH, AR (FSM): N30597, C177, PILOT REPORTED A 3 FT UAS PASS BELOW ACFT WHILE NE BOUND AT 2,400 FT 12.5 MI SW FSM. NO EVASIVE ACTION TAKEN

Operator Comments:

53	AL03	20210316003069	6/22/2021 12:00:00 AM	I	0	WASILLA, AK
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Remarks: OPERATOR IS FBI UNDER COA 2019-AHQ-909-COA. UAS IS AN AEROVIRONMENT WASP FIXED WING UAS, SERIAL NUMBER 0094 FREQUENCY S BAND MISSION ALTITUDE 400 FT AGL. THIS WAS THE SECOND FLIGHT OF THE MISSION BEING FLOWN BY AN RPIC AND TWO VISUAL OBSERVERS. THE FIRST FLIGHT WAS SUCCESSFUL. ABOUT FIVE (5) MINUTES INTO THE SECOND FLIGHT, THE AIRCRAFT LOST COMMAND LINK AND INITIATED A PRE-PLANNED RETURN-TO-HOME PROCEDURE. WHILE TURNING TO THE FINAL WAYPOINT, THE AIRCRAFT BANKED STEEPLY AND COLLIDED WITH A TREE. LATER ANALYSIS SHOWED THAT THE UAS INVERTED WHILE IN A DESCENT TO LANDING (WHICH IS THE NORMAL LANDING SEQUENCE FOR THIS AIRCRAFT). THE RPIC ADVISED HE REGAINED LINK AND TURNED TO AVOID A TREE. THE UAS THEN COLLIDED WITH ANOTHER TREE. THE AIRCRAFT WAS RECOVERED AND SUSTAINED DAMAGE TO THE LEADING-EDGE OF ONE WING. IT IS BELIEVED THE AIRCRAFT CAN BE REPAIRED. THERE WERE NO INJURIES OR PROPERTY DAMAGE (OTHER THAN TO THE UAS). THE FBI IS STILL CONDUCTING ANALYSIS TO DETERMINE IF THERE WAS A SYSTEM FAILURE OR OTHER REASON FOR THE INCIDENT. CAUSAL FACTOR ? OPERATION IN REMOTE AREA WITH NO AVAILABLE RUNWAY. UAS LOST LINK WITH OPERATOR AND PERFORMED LOST LINK PROCEDURES. ON RETURN THE UAS WAS FLYING A PREPROGRAMMED ROUTE TO AN UNIMPROVED AREA AND HIT A TREE. RECOMMENDATION- DETERMINE THE CAUSE OF LOST LINK AND UPDATE/REPAIR THE UAS COMMUNICATION SYSTEM. LEARN WHY THE RETURN PROGRAMMING HIT THE TREE. IF ABLE, FINE TUNE THE PROGRAMING FOR BETTER RECOVERY OF UAS DURING LOST COM LINK. ACTIONS- FBI IS INVESTIGATING THE CAUSE OF THIS INCIDENT. TASK SAS T-AL03-FY21-0449 ACTIVITY SAS AL03202102144

Operator Comments:

54 SW11 20210425003079 6/22/2021 12:00:00 AM I 0 HOT SPRINGS, AR

Remarks: HOT SPRINGS, AR: N124EC, SR22, VBT-HDC, REPORTED A SILVER UAS AT THE 2 O'CLOCK POSITION WHILE SE BOUND AT 11,000 FEET 20 NW HOT SPRINGS (HOT). NO EVASIVE ACTION TAKEN.

Operator Comments:

55 SW11 20210508003089 6/22/2021 12:00:00 AM I 0 CLARENDON, AR

Remarks: CLARENDON, AR (4M8): N2903L, M20, TUL-TCL, WHILE SEBOUND AT 7400FT, REPORTED A QUADCOPTER-STYLE UAS PASSING UNDER AT 7300FT, APPROX ONE MILE EAST OF 4M8 ARPT. ARPT MGR NTFYD CLARENDON PD [REDACTED]. NO EVASIVE ACTION TAKEN.

Operator Comments:

56 SO15 20181230025319 6/21/2021 12:00:00 AM I 0 KISS MMEE, FL

Remarks: DESCRIPTION: UAS WAS OBSERVED BY AN IFR AIRCRAFT OPERATING AT 6000 FEET. REPORTING AIRCRAFT WAS WESTBOUND IN THE VICINITY OF KISSIMMEE AIRPORT (KISM). PILOT REPORTED SEEING A RED AND BLUE DRONE APPROXIMATELY 800 FEET BELOW THEM MOVING EASTBOUND. NO EVASIVE ACTION WAS REQUIRED. CAUSAL OR CONTRIBUTING FACTORS: UNKNONWN ACTIONS TAKEN: OSCEOLA COUNTY SHERIFFS OFFICE AVIATION BRANCH NOTIFIED. SHERIFFS OFFICE LAUNCHED AN AIRCRAFT TO SEARCH FOR THE UAS, AND GROUND SEARCH FOR THE OPERATOR. NOTHING DISCOVERED. PTRS NUMBER: SO15 201909685 OCCURRENCE REPORT NUMBER: F11-M-2018/12/30-0001

Operator Comments:

57 SO67 20190202024549 6/21/2021 12:00:00 AM I 0 ORLANDO, FL

Remarks: FFT1158 (A320) REPORTED DRONE AT APPROXIMATELY 6,500' WHILE NORTHBOUND DEPARTING FROM MCO. FFT1158 POSITION WAS ORL060006 AND SAID IT WAS OFF HIS RIGHT SIDE AND WAS BRIGHT GREEN WITH DARK GREEN TRIM AND APPROXIMATELY THE SIZE (AND SHAPE) OF A ROAD CONE. NUMBER OF ROTORS IS UNKNOWN. ORANGE COUNTY SHERRIFF AND DEN NOTIFIED.

Operator Comments:

58 SO15 20190207024439 6/21/2021 12:00:00 AM I 0 ORLANDO, FL

Remarks: N911PA WAS INBOUND FROM THE NORTHWEST AT 3000' AND OBSERVED A UAS SLIGHTLY LOWER AT APPROXIMATELY 2700' TRAVELLING SOUTHEAST FROM THE MCO AREA. UAS-RED QUAD COPTER. ORANGE COUNTY SHERIFF WAS NOTIFIED. NO EVASIVE ACTION WAS NECESSARY.

Operator Comments:

59 SO15 20190216024449 6/21/2021 12:00:00 AM I 0 ST. AUGUSTINE, FL

Remarks: DESCRIPTION:N838GS, HXB, INBOUND TO SGJ FOR LANDING FROM THE SOUTHEAST AND REPORTED A DRONE AT APPROXIMATELY 700' ON ABOUT A THREE MILE FINAL. DRONE WAS LIGHT IN COLOR AND ESTIMATED ONE FOOT OR MORE IN DIAMETER, MANEUVERING. NO EVASIVE ACTION TAKEN BY PILOT. ST. JOHNS COUNTY SHERIFF NOTIFIED AT 1605Z CONTACT # [REDACTED] ^. ROC AND DEN ADVISED ALSO CASUAL OR CONTIBUTING FACTORS: UNKNOWN ACTION TAKEN: ST. JONHS COUNTY SHERIFF NOTIFIED AND ST. AUGUSTINE POLICE DEPARTMENT SENT PATROL UNIT TO CHECK AREA FOR ANYONE FLYING A DRONE. NOTHING DISCOVERED PTRS:201912233 OCCURANCE REPORT: SGJ-M-2019/02/16/0001

Operator Comments:

60 SO15 20190302024459 6/21/2021 12:00:00 AM I 0 ST AUGUSTINE, FL

Remarks: AS OF MARCH 19, 2019 THE INVESTIGATING INSPECTOR DOES NOT HAVE ADDITIONAL INFORMATION AND IS UNABLE TO IDENTIFY THE UAS AND/OR ITS OPERATOR. THE REPORTING PILOT DOES NOT HAVE ADDITIONAL INFORMATION EITHER.

Operator Comments:

61 NM03 20190307024399 6/21/2021 12:00:00 AM I 0 FORT COLLINS, CO

Remarks: SERGEANT [REDACTED] ^ REPORTS THAT HE WAS OPERATING A DJI INSPIRE 1 AIRCRAFT IN SUPPORT OF POLICE SURVEILLANCE OPERATIONS ON MARCH 7TH. HIS AIRCRAFT BATTERY LEVEL NEARLY EXHAUSTED, HE BROUGHT THE AIRCRAFT IN FOR LANDING WHEN A LOSS OF CONTROLL OCCURRED JUST FEET FROM LANDING, RESULTING IN SOME DAMAGE TO A POLICE CRUISER DOOR. INITIAL DOOR REPAIR ESTIMATES WERE FOR THE REPLACEMENT OF SCRATCHED AND DENTED DOOR COMPONENTS, TOTALING OVER \$1200. HOWEVER, ACTUAL COST OF REPAIRS IS BELOW \$500. THIS INCIDENT DOES NOT MEET THRESHOLD FOR UAS ACCIDENT. SERGEANT [REDACTED] REPORTED IN AN ABUNDANCE OF CAUTION. NO FURTHER INFORMATION ADDS TO THE STORY. AST [REDACTED] DISCUSSED THE INCIDENT WITH SERGEANT [REDACTED] AND SOME INTER-DEPARTMENT TRAINING/DISCUSSION RELATED TO LOW BATTERY LANDING PROCEDURES WAS DETERMINED TO BE THE BEST OPPORTUNITY TO PREVENT RECURRENCE. REFERENCE PTRS # 201904667

Operator Comments:

62 SO15 20190329024479 6/21/2021 12:00:00 AM I 0 ORLANDO, FL

Remarks: N24658 REPORTED PASSING A UAS WHILE ON FINAL FOR RUNWAY 7, AT KORL. NO EVASIVE ACTION WAS TAKEN.

Operator Comments:

63 SO15 20190404024489 6/21/2021 12:00:00 AM I 0 ORLANDO, FL
 Remarks: THE ORLANDO FSDO RECEIVED THE FOLLOWING REPORT FROM ATC: ORLANDO, FL: NKS902, A321, DFW-MCO, OBSERVED A BLACK AND SILVER QUADCOPTER UAS AT 1,000 FEET WHILE ON 2 MILE FINAL TO RUNWAY 36L. NO EVASIVE ACTION TAKEN. ORANGE COUNTY SHERIFF NOTIFIED. 04/04/2019 1525Z

Operator Comments:

64 SO15 20190417024499 6/21/2021 12:00:00 AM I 0 FELLSMERE, FL
 Remarks: 04/17/2019 23:44Z (19:44EST) CESSNA N1036P, LC41-550FG, S/N 411138 PILOTTED BY [REDACTED] ^ AT 8000' ENCOUNTERED A UAS AT 7000' 8 MILES WEST OF TREASURE (TRV) VOR. NO EVASIVE ACTION WAS TAKEN. INDIAN RIVER COUNTY SHERIFF NOTIFIED. 04/17/2019 2344Z. EVENT ID: 571538 PTRS 201916858 PROTRACK 458

Operator Comments:

65 EA17 20190504024369 6/21/2021 12:00:00 AM A 0 PHOENIXVILLE, PA
 Remarks: MAY 10, 2019 TRAVELED TO THE RESIDENCES OF [REDACTED] AT [REDACTED] TO DISCUSS AN ACCIDENT THAT OCCURRED ON MAY 4, 2019. SPECIFICALLY, [REDACTED] INFORMED INSPECTORS FROM AFG-300 EA17, THAT ON MAY 4, 2019, AT 6:28PM, SHE WITNESSED A DRONE FLY INTO A LARGE EVERGREEN TREE NEXT TO HER GARAGE, THEN HIT THE ROOF OF HER GARAGE AND CRASHED INTO THE LEFT FRONT QUARTER PANEL OF HER CAR. ADDITIONALLY, THE DRONE ALMOST STRUCK [REDACTED] ^ CALLED THE POLICE AND REPORTED THE ACCIDENT AND INFORMED INSPECTORS SHORTLY AFTER THE ACCIDENT SHE NOTICED A MIDDLE-AGED MAN RIDING A BICYCLE UP AND DOWN THE STREET LOOKING OVER AT HER HOUSE. INSPECTORS TRAVELED TO THE PHOENIXVILLE POLICE DEPARTMENT AND RECEIVED THE POLICE REPORT, AND INSPECTED THE SMALL UNMANNED AIRCRAFT SYSTEM (UAS), A [REDACTED] KARMA WITH CAMERA, SERIAL NUMBER E5112324512737 AND BATTERY SERIAL NUMBER E5164224796542. THE [REDACTED] KARMA WAS DAMAGED SUBSTANTIALLY DAMAGED AND NO REGISTRATION MARKING FOUND. [REDACTED] ^ PROVIDED THE PHOENIXVILLE POLICE DEPARTMENT AND THE FAA A PRELIMINARY ESTIMATE TO REPAIR THE DAMAGED VEHICLE. THIS ESTIMATE WAS FOR \$ 1416.69 DOLLARS FROM [REDACTED] ^ COLLISION SERVICES.

Operator Comments:

66 SO09 20190913024429 6/21/2021 12:00:00 AM A 0 HUNTSVILLE, AL
 Remarks: THE PHANTOM DRONE ASCENDED TO APPROXIMATELY 25 FEET WHEN THE CONTROLLER GAVE A "ESC ERROR" CODE COMBINED WITH "MAX HEIGHT REACHED". THE DRONE REMAINED IN A HOVER MODE. THE UAS PILOT STATED THE ERROR CODE SELF-CLEARED. AT THAT POINT, THE DRONE CONTINUED TO ASCEND AND APPROXIMATELY 15 SECONDS LATER, THE DRONE UNCONTROLLABLY MOVED RAPIDLY IN ONE DIRECTION AND BEGAN TO LOSE ALTITUDE. THE OPERATOR HAD NO CONTROL OVER THE MOVEMENTS. THE DRONE COLLIDED WITH A PARKED, 2019 CHEVROLET MALIBU.

Operator Comments:

67 EA17 20190930024379 6/21/2021 12:00:00 AM I 0 PHILADELPHIA, PA
 Remarks: [REDACTED] DJI - FA3THL797E UNKNOWN GHZ, PART 107 THE RATED UAS PILOT WAS OPERATING LINE OF SIGHT FROM THE NEW JERSEY SIDE OF THE DELAWARE RIVER AND INADVERTENTLY RAN INTO A CRANE ON THE PENNSYLVANIA SIDE OF THE RIVER. DAMAGE OTHER THAN THE UAS WAS REPORTED TO BE GREATER THAN \$500. PILOT INTERVIEW REVEALED THAT HE SIMPLY MISJUDGED HIS DISTANCE AND SHOULD HAVE 'PANED' THE CAMERA. HE DETERMINED THAT THE WINDS WERE ACCEPTABLE AND THE AIRCRAFT WAS AIRWORTHY PRIOR TO FLIGHT.

Operator Comments:

68 SO15 20191011024529 6/21/2021 12:00:00 AM I 0 MT. DORA, FL
 Remarks: UA REGISTRATION: FA3PH7CM77 UA MAKE: DJI UA MODEL: PHANTOM 4 PRO UA S/N: OAX3G1H 002G00 REMOTE PILOT CERT NO: [REDACTED] OPERATING FREQUENCY: 2.4 GHZ CERTIFICATED REMOTE PILOT STATED THAT HE WAS OPERATING A PHANTOM 4 PRO UAS, FOR THE PURPOSE OF PHOTOGRAPHING A REAL-ESTATE PROPERTY AS A FAVOR FOR A FRIEND. DURING A CLIMB INTO A CAMERA POSITION, THE UAS LOST POWER AND FELL, DRIFTING ONTO AN ADJACENT PROPERTY AND DAMAGING A PARKED AUTOMOBILE. THE DAMAGE REPAIRS FOR THE AUTOMOBILE WERE ESTIMATED TO BE AT LEAST \$1500.00.

Operator Comments:

69 NM09 20191109024419 6/21/2021 12:00:00 AM A 0 EUGENE, OR
 Remarks: DJI PHANTOM 4 QUADCOPTER REGISTRATION FA3Y4KEHCY BLOCK 20 -NO FATALITIES, NO INJURIES, NOBODY ONBOARD THE AIRCRAFT REMOTE PILOT TOOK OFF WITH THE PHANTOM 4, CONFIRMED THAT ALL SYSTEMS WERE OPERATING PROPERLY, AND ASCENDED TO 169 FEET. UAS WAS FLYING NORTH AT 169 FEET ABOVE GROUND WHEN THE UAS LOST SIGNAL, AND INSTANTLY DROPPED FROM THE SKY. THE UAS CRASHED ON TOP OF A PARKED AND UNOCCUPIED CITY OWNED PATROL VEHICLE, CAUSING DENTS AND SCRATCHES TO THE ROOF. THE TOTAL VEHICLE DAMAGE IS CERTAINLY HIGHER THAN \$500. NO PEDESTRIANS WERE IN THE AREA THERE WERE NO WITNESSES TO THE CRASH OTHER THAN THE REMOTE PILOT. INITIAL ASSESSMENT SHOWS THAT THE BATTERY WAS LIKELY NOT INSERTED PROPERLY, AND DISLODGED AT THE POINT THE DRONE LOST POWER AND FELL FROM THE SKY. UAS WAS SENT TO DJI FOR ADDITIONAL ANALYSIS FOR OWNER OPERATOR.

Operator Comments:

70 CE01 20191218024349 6/21/2021 12:00:00 AM I 0 IOWA CITY, IA
 Remarks: ON DECEMBER 18, 2020, A AT APPROXIMATELY 1900Z A DRONE CRASHED IN A TRAILER PARK 1 MILE SOUTH OF IOW AIRPORT. DRONE STRUCK AN EMPTY DRIVEWAY, SLID INTO INFLATABLE YARD ORNAMANTS. NO INJURIES, AIRCRAFT WAS DESTROYED.

Operator Comments:

71 EA23 20200123021019 6/21/2021 12:00:00 AM I 0 ROCHESTER, NY
 Remarks: UAS FLEW INTO BUILDING CAUSING OVER 500.00 DAMAGE TO THE BUILDING. UAS WAS DAMAGED. FLIGHT WAS TOO LOW OVER THE BUILDING. FLIGHT HAD LAANC APPROVAL

Operator Comments:

72 GL07 20200130003529 6/21/2021 12:00:00 AM I 0 COLUMBUS, OH
Remarks: AIRCRAFT IS A DJI T650A INSPIRE 2 SUAS, SERIAL # 0A0LG2J107005, REGISTRATION # FA3FTYCLFE. FREQUENCY USED IS UNKNOWN. THE AIRCRAFT HAS TWO FREQUENCIES AVAILABLE, 2.4 AND 5.8 GHZ, BUT THE PIC DOESN'T REMEMBER WHICH ONE WAS IN USE DURING THE FLIGHT. PIC IS [REDACTED]^, CERTIFICATE # [REDACTED]^ SAID THAT THE UAS EXPERIENCED AN ERROR ON ITS FIRST CALIBRATION ATTEMPT PRIOR TO LAUNCH BUT CALIBRATED CORRECTLY ON THE SECOND ATTEMPT AND THE FLIGHT CONTINUED AFTER RECORDING THE HOME POINT AT THE LAUNCH POSITION. HE SAID THE UAS WAS IN POSITIONING MODE (P-MODE) FOR THE ENTIRE FLIGHT. THE LANDING SEQUENCE WAS INITIATED MANUALLY (I.E. THE AUTOLAND FEATURE WAS NOT USED). [REDACTED]^ SAID THAT THE UAS "TOOK OFF" WHEN IT GOT DOWN TO ABOUT 5' AGL AND FLEW INSIDE THE CPD HANGAR WHERE IT STRUCK A CPD HELICOPTER. HE SAID THAT THE UAS ACTED AS IF IT WAS "PRE-PROGRAMMED" TO FLY INTO THE HANGAR ONCE IT GOT AWAY FROM H.M.

Operator Comments:

73 SO15 20200208021149 6/21/2021 12:00:00 AM I 0 PORT SAINT LUCI, FL
Remarks: [REDACTED]^ WAS PILOTING A DJI SPARK DRONE (SMALL UAS, MAX GROSS WEIGHT OF 300 GRAMS) AROUND 8:15PM ON 02/08/2020 OVER AN ACTIVE CRIME SCENE APPROXIMATELY 1200 FEET FROM HIS DRIVEWAY. THE AREA WAS SECURED WITH CRIME SCENE TAPE AND THERE WAS A GROWING GROUP OF ONLOOKERS AS WELL AS A NUMBER OF LAW ENFORCEMENT OFFICERS ON SCENE. IT WAS REPORTED BY LAW ENFORCEMENT OFFICERS AT THE SCENE THAT THE DRONE WAS DIMLY ILLUMINATED AND WAS MAINTAINING A HEIGHT OF 30 TO 40 FEET ABOVE THE CROWD.

Operator Comments:

74 GL11 20200506021059 6/21/2021 12:00:00 AM I 0 MARION, IN
Remarks: THIS WAS A NMAC DOCUMENTED ON 8020-15 (NGLZ01120001). CAPTAIN OF PART 135 OPERATOR, FLYING A SHORT BROTHERS 360, FROM SDF TO TVC FLIGHT SNC1470, AT 9000 FT, REPORTED TO ZAU "A BLACK DRONE, STRAIGHT AHEAD, FLEW 100FT OVER THE AIRCRAFT." NO EVASIVE ACTION NECESSARY. CHICAGO ATC REPORTED THIS EVENT IN CEDAR AS FOLLOWS: POSSIBLE NMAC FOR ZAU ZAU-M-2020/05 /06-0001 MAY 6, 2020 - 1015Z SNC1470 (SH36) AT 090 FEET SNC1470 REPORTED AN UNMANNED AIRCRAFT FLEW 100 FEET OVER HIS AIRCRAFT. THE UAV WAS BLACK AND 3 FEET BY 3 FEET. DEN WAS NOTIFIED AND INFORMATION CAN BE VIEWED AT: ^HTTP://DEPLOY.FALCON.FAA.GOV/FALCON%20NEXGEN/FALCON%203.APPLICATION?989275&REPLAYTYPE=BOOKMARK&PARENT^ THE IND FSDO ON MAY 6, 2020 AT 0713 RECEIVED THIS DRA: UAS/DRONE INCIDENT | SNC1470 | MARION, IN 05-06-2020 1015Z EVENT ID: 622690 ZULU DATE/TIME: 05/06/2020 1015Z LOCAL DATE/TIME: 05/06/2020 0615 EDT EVENT TYPE: UAS/DRONE INCIDENT REGION: AGL LOCATION: MARION, IN REPORTING FACILITY: ZAU CALLSIGN: SNC1470 AIRCRAFT TYPE: SH36 AIRLINE: SNC - NIGHT CAR DEPARTURE AIRPORT: SDF ARRIVAL AIRPORT: TVC MESSAGE TEXT: MARION, IN: SNC1470, SH36. SDF-TVC. AT 9 000FT REPORTED A BLACK DRONE, STRAIGHT AHEAD, FLEW 100FT OVER THE AIRCRAFT. NO EVASIVE ACTION NECESSARY. 05/06/2020 1015Z GROUPS NOTIFIED: AGL UAS ; IND FSDO CREATED BY: [REDACTED] ON 5/8/2020, 1103-1114 EST, THE IND FSDO INVESTIGATOR HAD A PHONE CALL WITH THE REPORTING PILOT (PHONE [REDACTED]). THE CAPTAIN STATED THE CREW HAD JUST SWITCHED TO ORD CENTER, 5-10 MILES EAST OF MARION AIRPORT, CLEAR WEATHER, AT 9000 FROM LEFT SEAT HE SAW A BLACK DOT. AS HE GOT CLOSER HE SAW A BLACK UAS. THE UAS HAD FOUR LEGS AND A SKID WITH A CAMERA ABOVE THE SKID. THE UAS WAS 100 FEET TO HIS RIGHT AND WAS 100 FEET ABOVE HIM AS HE PASSED UNDER THE UAS. THE FIRST OFFICER WAS HEAD DOWN ON COMMUNICATION AND NAVIGATION DUTIES AT THE TIME. BASED ON THE FLIGHT ROUTE AND TIME OF OBSERVATION THE DETERMINED POSITION WAS 40 DEG, 33 MIN, 11 52 SECONDS N - 85 DEG, 38 MIN, 34.8 SEC W. THIS LOCATION WAS 4.7 SM NNE OF KMZZ. LOCATION APPEARED TO BE OVER A REMOTE HOUSING SUB DIVISION NE OF CITY OF MARION, IN. THE FOLLOWING STREETS BORDER THE LOCATION: EAST BRADFORD, EAST WALNUT, NORTH GATEWOOD LANE, AND NORTH PENNSYLVANIA STREETS. THE UAS APPEARED TO BE OVER NORTH CAMPBELL AVENUE, MARION, IN. THIS INFORMATION WAS PASSED TO FAA GL REGIONAL LEAP AGENT FOR FURTHER INVESTIGATION. (PTRS GL1120201402)

Operator Comments:

75 GL25 20200520021119 6/21/2021 12:00:00 AM I 0 LAKE MILTON, OH
Remarks: LAKE MILTON, OH: REGISTRATION #FA3F3CRLXL DURING THE INITIAL MISSION ASCENT, AN ADULT RAPTOR (BIRD) ATTACKED THE UAS CAUSING THE DRONE TO CRASH INTO A COMPANY OWNED VEHICLE FROM AN ALTITUDE OF APPROXIMATELY 250FT AGL. DAMGE TO THE HOOD AND WINDSHIELD OF THE VEHICLE EXCEEDS \$3,000.

Operator Comments:

76 EA39 20200616021029 6/21/2021 12:00:00 AM I 0 1UPA FISHERVILLE, KY
Remarks: ON JUNE 16 2020 AT 1415L THE OPERATOR WAS CONDUCTING AN INITIAL 135.293 CHECK WITH A SMALL UAS, MATERNET M2. THESE CHECKS ARE OPERATED UNDER PART 107. IN PREPARATION FOR THE FLIGHT, AND AFTER LOADING THE FLIGHT PLAN AND PAYLOAD BOX IN ACCORDANCE WITH UPSFF SOP, THE M2 INITIATED A TAKEOFF MANEUVER THAT WAS NOT COMMANDED BY THE RPIC CANDIDATE OR THE CHECK AIRMAN. THE OPERATOR STOPPED ALL OPERATIONS AND CONTACTED THE MANUFACTURER FOR SUPPORT, MATERNET. INVESTIGATION INTO THE EVENT FOUND THAT AN ENGINEER ON THE MATERNET STAFF, CONDUCTING FLIGHT TESTING, HAD INADVERTENTLY OR MISTAKENLY, INITIATED THE TAKEOFF ON THE M2-0037 AIRCRAFT THROUGH THEIR SYSTEM.

Operator Comments:

77 NM03 20200618021121 6/21/2021 12:00:00 AM I 0 LITTLETON, CO
Remarks: ? DESCRIPTION OF THE INCIDENT: ON 06/18/2020 AT APPX 1930Z UAS REGISTRY NUMBER FA347KEKFK WAS BEING FLOWN AUTONOMOUSLY AT THE [REDACTED]^ IN LITTLETON, CO. THE UAS WAS BEING OPERATED WITH TWO OTHER DRONES AUTONOMOUSLY. ALL 3 UAS HAD A PART 107 PIC WITH CONTROLLER IN HAND TO OVERRIDE AUTONOMOUS FLIGHT AS NEEDED. ANOTHER PART 107 VISUAL OBSERVER (VO) WAS ASSIGNED TO THE OPERATION. LMCO HAD A VALID 107.35 WAIVER TO UTILIZE ONE VO FOR MONITORING ALL 3 UAS. TWO UAS HAD A MID-AIR COLLISION AND CRASH LANDED ON AN EMPLOYEE VEHICLE. THE INCIDENT TOOK PLACE ON LOCKHEED MARTIN (LMCO) PROPERTY AND WERE LMCO OWNED UAS. UAS WERE FLOWN IN VMC WEATHER. ? PTRS RECORD NUMBER(S) ASSOCIATED WITH THE EVENT 1703: 202006803 1750: 202008388 UAS REGISTRATION NUMBERS: FA347KEKFK FA347KANCN FA347K7T93 UAS MAKE: DJI UAS MODEL: MARTICE 600 PRO UAS SERIAL NUMBERS: FE030944015285 FD251401072743 FE021642076463 REMOTE PILOT CERTIFICATE NUMBERS: [REDACTED] [REDACTED] [REDACTED] FREQ BEING USED BY OPERATOR: UNKNOWN ADDITIONAL INFORMATION: TYPE OF OPERATION: PART 107

Operator Comments:

78 CE09 20200728021009 6/21/2021 12:00:00 AM A 0 HERSHEY, NE
Remarks: REGISTRATION NUMBER: FA3N4PMCCN MAKE AND MODEL: DJI MATRICE 200 UAS S/N - 0FZDF1Q0P20014 REMOTE PILOT CERTIFICATE NUMBER: [REDACTED] WHILE OPERATING A UAS (DRONE) FOR SURVEYING OPERATION OF A CORN FIELD, THE PILOT WAS TAKING OFF AND CLIMBING TO ALTITUDE. ON CLIMB OUT THE DRONE ENCOUNTERED A GUST OF WIND BLOWING IT INTO THE EDGE OF A TREE LINE. THE DRONE STRUCK TREE BRANCHES DAMAGING ONE OF THE FOUR PROPS. THE DRONE BECAME UNCONTROLLABLE AND FELL 25 FEET LANDING ON THE COMPANY TRUCK CAUSING DAMAGE TO THE WINDSHIELD AND HOOD.

Operator Comments:

79 SO19 20200730021169 6/21/2021 12:00:00 AM I 0 SWEETWATER, FL

Remarks: UAS PILOT OPERATED IN THE VICINITY OF FIU UNIVERSITY PARKING GARAGE AND DUE TO MAGNETIC INTERUPTION IT FLEW INTO A [REDACTED] CELL TOWER. NO DAMAGE TO UAS, TOWER OR PERSONS WAS REPORTED.

Operator Comments:

80 NM09 20200901021139 6/21/2021 12:00:00 AM I 0 THE DALLES, OR

Remarks: THE OPERATOR WAS PERFORMING A LIDAR AND PHOTOGRAMMETRY SURVEY OF THE POWER LINES FOR BKI AND PUD UP NEAR THE DALLES ON TUESDAY SEPTEMBER 1ST 2020. THEY HAD TWO DRONES IN THE AIR OVER THE LINES, ONE SMALL DRONE AT ABOUT 300'AGL AND ONE LARGE DRONE AT ABOUT 100'AGL OVER THE TRANSMISSION LINES. THE OPERATORS DRONE WAS ABOUT 500' FROM THE LAUNCH ZONE, WHEN THEY HEARD SOMEONE SHOOTING AT THE DRONE. THE OPERATOR BEGAN TO BRING THE DRONES IN AS QUICKLY AS POSSIBLE AS THE PERSON CONTINUED TO FIRE AT THE DRONE PROBABLY ABOUT 12 TO 18 TIMES WITH WHAT SOUNDED TO BE A .22 CALIBER. ONCE THEY LANDED THE DRONE, THE OPERATOR INSPECTED IT FOR DAMAGE AND FOUND THAT THE LANDING GEAR OF THE NEW LIDAR DRONE HAD BEEN DAMAGED WHERE A BULLET HAD TORN THROUGH THE CARBON FIBER AND BLOWN THE RETAINER RING OFF. THE OPERATOR CALLED THE WASCO COUNTY SHERIFF'S DEPARTMENT. A CASE FILE WAS OPENED AND AN INVESTIGATION CONDUCTED. LEAP WAS ALSO CONTACTED.

Operator Comments:

81 GL11 20200902021079 6/21/2021 12:00:00 AM I 0 CARMEL, IN

Remarks: THE REMOTE PILOT [REDACTED] -- CERTIFICATE NO. [REDACTED] WAS UTILIZING A DRONE, # [REDACTED] TO CONDUCT AN INSURANCE CLAIM INSPECTION. THE REMOTE PILOT FLEW TOO CLOSE TO THE STRUCTURE AND A GUST OF WIND CAUSED THE DRONE TO COLLIDE WITH THE ROOF RESULTING IN DAMAGE TO THE SHINGLES.

Operator Comments:

82 GL11 20200904021089 6/21/2021 12:00:00 AM I 0 MT VERNON, IN

Remarks: THE SUAS OPERATORS FLIGHT WAS A PRE-PROGRAMMED FLIGHT PLAN WHERE THE DRONE CONTROLS EVERYTHING FROM TAKEOFF TO LANDING. THE OPERATOR HIT TAKEOFF AND THE DRONE ASCENDED AND STRUCK THE LOWER POWER LINE BEFORE THE OPERATOR COULD MANUALLY INTERVENE AND PREVENT COLLISION.

Operator Comments:

83 GL13 20200929021099 6/21/2021 12:00:00 AM I 0 MANITOWOC, WI

Remarks: REGISTRATION: FA3NFRPWXW MAKE: DJI MODEL: PHANTOM 4 PRO FREQUENCY: 2.4GHZ SERIAL NUMBER: OAXCF1WOB30265 RPIC CERT NUMBER: [REDACTED] ON SEPTEMBER 29, 2020 THE UAS DESCRIBED ABOVE WAS OPERATED BY THE CERTIFICATED PILOT LISTED WAS BEING USED TO CAPTURE VIDEO OF A BUILDING IN MANITOWOC WI. DURING FLIGHT THE UAS WAS UPSET BY A SUDDEN GUST OF WIND AND HIT A PARKED CAR CAUSING MINOR DAMAGE. THERE WERE NO INJURIES AS A RESULT OF THE INCIDENT.

Operator Comments:

84 SO15 20201002021159 6/21/2021 12:00:00 AM I 0 DELAND, FL

Remarks: UAS MAKE/MODEL: PARROT ANAFI THERMIL SERIAL NUMBER: PS728120AB9G002089 FREQUENCY: 2.4 GHZ REGISTRATION NUMBER: [REDACTED] ISSUED: 03/22/2020 OCTOBER 02, 2020, ESTIMATED TIME OF CRASH 12:31PM LOCATION [REDACTED] ^ THE PURPOSE OF THE FLIGHT WAS A TRAFFIC STUDY FOR [REDACTED] ^, CAPTURE NO LESS THAN 44 MINUTES OF TRAFFIC FLOW STARTING AT 12:00 AND BEFORE 13:00. USE OF 2 OR 3 BATTERIES. PERFORMED UPDATES ON OCTOBER 01 FROM DRONE, CONTROLLER AND 3 BATTERIES. PERFORMED PREFLIGHT AND TEST ON DAY OF ACCIDENT. PERFORMED PREFLIGHT AND TEST FLIGHT OCTOBER 02, 2020 AT 11:11AM TO MARK LOCATION, ALTITUDE AND SYSTEMS CHECK. FLIGHT LASTED 7 MIN 8 S. ONCE BATTERY COOLED IT WAS PLACED ON CHARGED. 1ST BATTERY AND BEGINNING OF MISSION FLIGHT. TAKE OFF AT 11:59. FLIGHT DURATION 18 MIN 11S. FIRST 15 S HOVER TO CHECK SYSTEM, CLIMBED TO 350 AGL. THE 2ND BATTERY TAKEOFF AND SIM CARD REPLACED. THE PREFLIGHT WAS PERFORMED BETWEEN 12:18 TO 12:21PM. AFTER LIFTOFF HOVERED FOR 15 S BEFORE CARING OUT MISSION AND CLIMBING TO 350 AGL TO DESTINATION SAME AS 1ST BATTERY FLIGHT. AROUND THE 15-MINUTE MARK ON BATTERY THE PERCENTAGE SEEMED TO START DROPPING AND WAS BETWEEN 20 TO 25%. AT THIS TIME, IT STARTED A SLOW DECENT OVER THE RESTAURANT BUILDING. OPERATOR HAD EYE CONTACT WITH UAV AND GLANCED DOWN TO CONTROLLER. PILOT NOTICED THAT SCREEN WAS BLACK WITH RED WARNING. WHEN PILOT LOOKED BACK UP HE HAS LOST VISUAL CONTACT WITH DRONE. ESTIMATED ALTITUDE AT THIS POINT 325 AGL OR GREATER. ONCE THE PILOT DETERMINED THE UAV WAS LOST HE SECURED ITEMS ON GROUND AT LOCATION (LAUNCH SITE WAS NORTH OF UAV FLIGHT PLAN). PILOT CHECK AROUND RESTAURANT PREMISES AND SURROUNDING AREAS FOR MISSING DRONE. A RESTAURANT EMPLOYEE ASKED THE PILOT IF HE HAD CRASHED A DRONE IN WHICH HE REPLIED THAT HE DID. HE INQUIRED IF ANYONE WAS HURT OR IF IT HIT ANY OBJECTS IN WHICH THE EMPLOYEE REPLIED THAT IT HIT A BLACK CAR. THE EMPLOYEE POINTED TO THE LOCATION OF THE VEHICLE AND MET WITH THE CAR OWNER. THE PILOT IDENTIFIED HIMSELF AND EXCHANGED INSURANCE INFORMATION. NO CLAIM OF INJURY WAS CONFIRMED AND NO POLICE REPORT SUBMITTED. THE DAMAGE TO THE VEHICLE WAS APPROXIMATELY AROUND \$417.00

Operator Comments:

85 CE03 20190704024279 5/6/2021 12:00:00 AM I 0 CHESTERFIELD, MO

Remarks: 1) UA FA REGISTRATION NUMBER: FA3CN9KFY4 2) UA MAKE, MODEL, AND SERIAL NUMBER: DJI MAVIC AIR, SER #: 0K1CF973AH5NNB 3) REMOTE PILOT CERTIFICATE NUMBER: N/A 4) FREQUENCY BEING USED BY OPERATOR: UNKNOWN 5) TYPE OF OPERATION: HOBBYIST 6) ADDITIONAL INFORMATION: CHESTERFIELD, MO. POLICE OFFICERS IDENTIFIED A UAS FLYING OVER A LARGE CROWD OF PEOPLE DURING A CITY SPONSORED EVENT. POLICE OFFICERS IDENTIFIED AND APPREHENDED SUBJECT OPERATING THE UAS. SUBJECT WAS ARRESTED FOR VIOLATING LOCAL ORDINANCES AND HIS UAS WAS CONFISCATED. NO REGISTRATION MARKINGS WERE FOUND ON UAS. SUBJECT WAS RELEASED SHORTLY AFTERWARD AND ISSUED A SUMMONS. CONFISCATED UAS WAS LATER RETURNED TO HIM BY CHESTERFIELD, MO POLICE ONCE HE PROVIDED PROOF OF REGISTRATION. CHESTERFIELD, MO POLICE REPORTED INCIDENT TO FEDERAL AVIATION ADMINISTRATION.

Operator Comments:

86 GL07 20191113021819 7/8/2020 12:00:00 AM A 0 COLUMBUS, OH

Remarks: CMH FSDO NOTIFIED BY [REDACTED] ^ OF [REDACTED] ON 11/22/2019 OF A POTENTIAL UAS ACCIDENT ON 11/13/2019 STATING THAT THEIR UAS HAD STRUCK A HOUS WHILE MANUEVE, DAMAGING THE SIDING PANEL. THEY WERE AWAITING HOME REPAIR ESTIMATES FROM THE OWNER IN ORDER TO DETERMINE IF IT QUALIFIED AS A REPORTABLE ACCIDENT. REPAIR ESTIMATES OF \$2488 WERE RECEIVED BY THE CMH FSDO ON 12/26/2019.

Operator Comments:

87 GL15 20181011020109 4/13/2020 12:00:00 AM A 0 NORTHFIELD, MN

Remarks: UAS WAS INSPECTING HOME OWN ROOF FOR DAMAGE FOR THE TRAVELERS INSURANCE GROUP. UAS TO VEERED OFF COURSE WHICH STRUCK THE HOME SIDING, PUNCTURED SMALL HOLE IN CORNOR SIDING. \$2330 FOR PARTS, \$33.67 FOR DEBRIS DISPOSAL, \$976.48 FOR ESTIMATED LABOR. TOTAL COST 1,033.45

Operator Comments:

88 GL11 20180509013919 4/7/2020 12:00:00 AM A 0 MCCORDSVILLE, IN

Remarks: THE UAS WAS IN OPERATION FOR AN INSURANCE DAMAGE INSPECTION OF A HOME. UAS WAS PILOTTED FROM THE GROUND AND WITHIN VISUAL LINE OF SIGHT WHEN A GUST OF WIND PUSHED THE UAS INTO THE HOME IT WAS INSPECTING. THE ROTOR BLADES STRUCK THE HOUSE CAUSING DAMAGE TO THE SIDING. DAMAGE CAUSED WAS VALUED OVER \$500. UAS EXPERIENCED ONLY MINOR DAMAGE AND WAS RECOVERED. OPERATOR DID NOT EXPECT THE TURBULANT AIR AROUND THE ROOF AND HAS NOW SET A PERSONAL LIMIT FOR OPERATING IN THE WIND.

Operator Comments:

89 GL23 20180824024669 4/6/2020 12:00:00 AM A 0 MILFORD, MI

Remarks: UA FA REG#: FA3L4WAA9N UA MAKE: NIGHTINGALE UA MODEL: BLACKBIRD UA SERIAL#: NSD026 FREQ USED: LTE, 2.4GHZ, 915MHZ FLIGHT STARTED AS NORMAL. AFTER ABOUT 3 MINUTES INTO THE FLIGHT, VIDEO FEED WAS LOST ON THE CONTROLLER. AT THIS TIME THE UAS PILOT COMMANDED THE RETURN TO HOME (RTH) OPTION. THE UAS CLIMBED TO 60M AND RETURNED TO HOME. HOWEVER, THE UAS DID NOT INITIATE THE LANDING SEQUENCE. THE UAS PILOT THEN EXECUTED THE RTH COMMAND TWO MORE TIMES AND THE UAS CONTINUED TO HOVER. THE UAS PILOT THEN USED THE SECONDARY CONTROLLER AND TRIED TO LAND THE UAS. STILL RESULTING IN THE UAS HOVERING. AT THIS POINT THE PILOT CONTACT TECH SUPPORT AND THEY WERE TRYING TO TROUBLESHOOT. WHILE THEY WERE ON THE PHONE, THE AIRCRAFT ROTATED CCW AND CRASHED ON THE ROOF OF A BUILDING. DAMAGE TO ROOF ESTIMATED AT \$2,500.00

Operator Comments:

90 WP25 20190414017199 3/25/2020 12:00:00 AM A 0 NEVADA CITY, CA

Remarks: SUAS REGISTRATION NUMBER FA3ALKXNWA DURING DAILY ROUTINE CHECK LOST CONTROL OF DRONE, AND IT STRUCK A COMPANY VEHICLE AND PARKED VEHICLE

Operator Comments:

91 SO09 20190403004199 2/24/2020 12:00:00 AM A 0 HUNTSVILLE, AL

Remarks: THE UAS OPERATOR WAS IN A HOVER AND ATTEMPTED TO MOVE THE UAS CLOSER TO THE INTENDED LANDING LOCATION WHEN THE UAS SUDDENLY DESENDED AND STRUCK A PARKED TRUCK. REGISTRATION NUMBER: FA3PCMC3YT UAS MAKE AND MODEL: PHANTOM IV REMOTE PILOT CERTIFICATE NUMBER: [REDACTED]

Operator Comments:

92 EA05 20190507015939 2/18/2020 12:00:00 AM A 0 SWIFTWATER, PA

Remarks: DURING THE FLIGHT, THE UAS LOST SIGNAL WHICH CAUSED IT TO EXIT THE PROGRAMMED GEOFENCE AND LOSE ALTITUDE. THE PILOT WAS UNABLE TO REGAIN CONTROL AND THE DRONE LANDED ON TOP OF AN EMPLOYEES VEHICLE WHICH CAUSED \$1100 IN DAMAGE. ACCORDING TO THE PILOT, A FULL INVESTIGATION WAS CONDUCTED BY THE SECURITY DEPARTMENT AS WELL AS THE DRONE COMPANY, NIGHTINGALE SECURITY. IT WAS DETERMINED THAT THERE WAS A SPELLING ERROR IN THE CODING WHICH CAUSED THE DRONE TO READ THE GPS LATITUDE AS THE ALTITUDE RESULTING IN THE LOSS OF CONTROL. THE ACCIDENT OCCURRED ON THE PROPERTY OF [REDACTED] AND THE DAMAGE OF THE CAR WAS COVERED BY THE COMPANIES [REDACTED]. UAS REGISTRATION # FA3Y7P3LMK PTRS #201901806

Operator Comments:

93 GL13 20190827011709 2/11/2020 12:00:00 AM A 0 BROOKFIELD, WI

Remarks: ON AUGUST 27, 2019 AT APPROXIMATELY 1600 HOURS A SMALL UAS HAD A FAILURE DURING FLIGHT AND CRASHED STRIKING TWO PARKED VEHICLES IN THE PROCESS CAUSING PROPERTY DAMAGE THAT EXCEEDS \$500. THE SUAS WAS BEING OPERATED BY REMOTE PILOT IN COMMAND [REDACTED] WHO WAS CONTRACTED BY MENET AERO TO PERFORM A TETHERED TRAFFIC ANALYSIS FLIGHT. THE EVENT OCCURRED APPROXIMATELY 1 HOUR INTO THE PLANNED 3 HOUR FLIGHT. EXAMINATION OF THE SUAS POST ACCIDENT SHOWED STRUCTURAL FAILURE SIMILAR TO FAILURES FOUND ON OTHER SUAS OF THE SAME MAKE AND MODEL VIA INTERNET SEARCH. SEVERAL ROTOR BLADES WERE BROKEN DUE TO IMPACT AS WELL ONE OF THE BOOMS THAT SUPPORTS THE MOTORS. ONE MOTOR WAS COMPLETELY SEPARATED FROM THE BROKEN BOOM. THE METAL BRACKET THAT JOINS TO BOOM TO THE MAIN STRUCTURE WAS CRAKED IN SEVERAL PLACES AS WELL. EITHER A ROTOR OR AIRFRAME STRUCTURAL FAILURE OCCURRED DURING FLIGHT POSSIBLY DUE TO A MOMENTARY HIGH WIND GUST. THE FAILURE CAUSED THE AIRCRAFT TO GO INTO ITS LOST MOTOR FAILSAFE MODE WHERE IT SPINS AND DESCENDS UNTIL IMPACT. UA FA REGISTRATION - FA3LXWRN9F UA MAKE - DJI MAVIC 600 PRO UA SERIAL NUMBER - M80DGB27030072 RPIC CERTIFICATE NUMBER - [REDACTED]

Operator Comments:

94 EA05 20181023024089 2/3/2020 12:00:00 AM A 0 LEHMAN, PA

Remarks: DESCRIPTION: PHANTOM 3 PROFESSIONAL WAS BEING FLOWN OVER A STRUCTURE TO DO A ROOF INSPECTION WHEN THE UAS STRUCK A CHIMNEY AND TUMBLED DOWN THE ROOF AND STRUCK A TRUCK. THE TRUCK SUFFERED A DENT AND PAINT REMOVAL TO THE A PILLAR ON THE DRIVERS SIDE OF THE VEHICLE. DAMAGES TO THE VEHICLE EXCEED \$500. NO PERSONS WERE INJURED IN THE INCIDENT. UA REG: FA3TPKKFHA DJI W323 PHANTOM 3 PROFESSIONAL SERIAL NO: P76DCG27016227 PILOT CERT. NO. [REDACTED] FREQUENCY: 2.4 GHZ PTRS: 201900378

Operator Comments:

95 EA17 20180919013909 3/26/2019 12:00:00 AM A 0 PHILADELPHIA, PA

Remarks: [REDACTED] GOPRO KARMA - FA3A9LA3WW 2.4 GHZ, PART 107 THE RATED UAS PILOT WAS INITIATING TAKEOFF MANUVERS. FOR UNKNOWN REASONS THE PILOT WAS STRUCK IN THE FACE BY THE ROTORS AND THE LACERATIONS REQUIRED SUTURES. HE REPORTED THE EVENT THROUGH THE ONLINE REPORTING SYSTEM. PILOT INTERVIEW AND INVESTIGATION DOES NOT REVEAL AN EXACT CAUSE FOR THIS. THE PILOT SUGGESTED WIND MIGHT HAVE BLOWN HIS UAS TOWARD HIM. THE WINDS WERE BETWEEN 13 MPH AND 22 MPH AT THAT TIME. HIS LOCATION WAS A DISTANCE FROM THE WEATHER REPORTING POINT (PHL) AND AT THE TIME AT HIS LOCATION HE FELT THE WINDS WERE ACCEPTABLE FOR TAKEOFF. PILOT DEEMED THE AIRCRAFT WAS AIRWORTHY AND SAID IT WAS NOT DAMAGED.

Operator Comments:

96 GL03 20180318000289 6/19/2018 12:00:00 AM A 0 KOUTS, IN

Remarks: THE REMOTE PILOT WAS OPERATING THE HALO PRO, FA REGISTRATION NUMBER FA3MR3TYKH AT HIS HOUSE LOCATED IN KOUTS IN. WHILE HE WAS MANIPULATING THE CONTROLS THE UAS ATTEMPTED TO FLY AWAY. THE UAS WAS APPROXIMATELY 100 FEET HORIZONTALLY AND 140 FEET VERTICALLY FROM HIS POSITION. HE GAINED CONTROL ONLY BY PRESSING THE RETURN TO HOME BUTTON. WHEN THE UAS RETURNED, HE ATTEMPTED TO MANUALLY OPERATE THE CONTROLS AGAIN. AFTER GAINING CONTROL, THE UAS FLEW AWAY AGAIN. THIS TIME FLYING AT MAXIMUM SPEED TOWARDS HIS NEIGHBORS DRIVEWAY APPROXIMATELY 500 FEET HORIZONTALLY FROM HIS LOCATION. THE UAS STRUCK THE CONCRETE AND THEN HIT THE NEIGHBORS POLICE VEHICLE AS IT WAS PARKED. THE POLICE OFFICER RESPONSIBLE FOR THE POLICE CAR RECEIVED ESTIMATES TOTTALLING \$1400.00. THE FREQUENCY USED BY THE OPERATOR IS UNKNOWN.

Operator Comments:

97 NM09 20180331000299 6/19/2018 12:00:00 AM I 0 PENDLETON, OR
Remarks: A LARGE UNMANNED AIRCRAFT SYSTEM (LUAS), CALLED THE ?RESOLUTE EAGLE? IMPACTED THE GROUND NORTH OF RUNWAY 25 AT EASTERN OREGON REGIONAL AIRPORT (PDT) NEAR PENDLETON, OREGON, DESTROYING THE UAS AND CAUSING A 2-ACRE GRASS FIRE WHICH WAS EXTINGUISH BY THE LOCAL FIRE DEPARTMENT. NO OTHER DAMAGE TO PROPERTY OR PERSONS ON GROUND WAS REPORTED. THE UAS INCIDENT OCCURRED WITHIN THE PAN-PACIFIC UAS TEST RANGE COMPLEX (PPUTRC) CALLED THE PENDLETON UAS RANGE (PUR). THE ENTITY WITH THE AUTHORITY TO OPERATE THE PUR AS A TEST AND RESEARCH RANGE IS THE UNIVERSITY OF ALASKA - FAIRBANKS (UAF). UAF IS THE ?GOVERNMENT ENTITY? THAT APPEARS TO HAVE OPERATIONAL CONTROL AND OPERATING THE UAS AS A ?PUBLIC AIRCRAFT? FOR A ?GOVERNMENTAL FUNCTION? WITHIN THE PUR?S ASSIGNED OPERATIONS AREA WITHIN THE NATIONAL AIRSPACE SYSTEM (NAS) FOR THE PURPOSE OF CONDUCTING AERONAUTICAL RESEARCH UNDER UAF?S CERTIFICATE OF AUTHORIZATION (COA) # 2015-WSA-41-COA-TS FOR UAS CUSTOMER/UAS REGISTERED OWNER, PAE IRS, LLC. THE AERONAUTICAL RESEARCH BEING CONDUCTED ON 3/31/2018, WAS TO EVALUATE A MAJOR VERTICAL TAKE OFF LIFT (VTOL) CONFIGURATION ADDITION AND ANALYZE THE AIRCRAFTS ABILITY TO TRANSITION FROM VTOL TO FORWARD FLIGHT AND THEN FLY THE LUAS AS A TRADITIONAL WINGED AIRCRAFT. THE TEST WAS A PRE-PROGRAMMED PROFILE FLOWN BY A COMPUTER PROGRAM USING THE AIRCRAFTS FULL AUTHORITY AUTOPILOT SYSTEM. ONCE THE INITIAL VTOL TO FORWARD FLIGHT TEST WAS SUCCESSFULL THE UAS BEGAN AN AUTOPILOT/COMPUTER PREPROGRAMMED CLIMB FOR A CLOSED RH TRAFFIC PATTERN AT PDT RUNWAY 25. AFTER TURNING ONTO CROSSWIND LEG, THE FULL AUTHORITY AUTOPILOT REDUCED ENGINE POWER TO PREVENT ENGINE OVERSPEEDS AND THE UAS CLIMBED NORMAL AT 45 KNOTS. WHEN THE UAS TURNED USING A STANDARD 30 BANK TO ENTER DOWNWIND FOR 25, THE UAS WAS STILL CLIMBING BUT PIC NOTED A AIRSPEED DECREASED OF 3 KNOTS. THE AUTO-PILOT-COMPUTER SHOULD HAVE REDUCED PITCH-UP COMMAND AT THIS POINT BUT CONTINUED GIVING A PITCH-UP COMMAND WHICH FURTHER REDUCED AIRSPEED TO 38 KNOTS, FOLLOWED BY A 5 DEGREE BANK ANGLE INCREASE TO 35 DEGREES. AT THIS POINT, THE CONTROL STATION'S AUDIO STALL WARNING SOUNDED AND THE VISUAL STALL WARNING ILLUMINATED. THE UAS WAS OBSERVED ENTERING A STALL/SPIN AT A 70 DEGREE NOSEDOWN ATTITUDE FROM 200' AGL UNTIL IMPACTING THE GROUND. THE REMOTE PILOT/PIC DID NOT HAVE TIME TO TAKE CONTROL OF THE UAS FROM THE AUTO-PILOT.

Operator Comments:

98 SW31 20170507008039 9/14/2017 12:00:00 AM A 0 BAY ST LOUIS, MS
Remarks: THE UNMANNED AIRCRAFT SYSTEM'S REMOTE PILOT IN COMMAND REPORTED THAT ON SUNDAY MAY 07, 2017 APPROX. BETWEEN 10:30 AND 11:00 AM AT THE BAY ST. LOUIS MISSISSIPPI PUBLIC BOAT MARINA (30 18? 37.5696? N 89 19? 25.1544? W) WHICH IS IN CLASS G AIRSPACE. THE PIC STATED THERE WERE NO CLOUDS, WITH THE WINDS 5-7 MPH OUT OF THE WEST AND NORTH WITH THE TEMPERATURES IN THE MID 70'S. WHILE TRYING TO OBTAIN VIDEO FOR A LOCAL TV STATIONS BROADCAST FLYING AT APPROX. 50 FEET OVER AN UNOCCUPIED PUBLIC MARINA IN BAY ST. LOUIS, MISSISSIPPI. HIS ATTENTION WAS ON THE VIDEO MONITOR WHEN THE SCREEN WENT BLACK AND AN ERROR MESSAGE APPEARED ON THE SCREEN. WHEN HE LOOKED UP HE SAW THE UNMANNED AIRCRAFT FALLING AND A WHIP ANTENNAS EXTENDING ABOVE THE FLY BRIDGE OF A LARGE FISHING BOAT ROCKING SIDE TO SIDE. THE UNMANNED AIRCRAFT WAS DISCOVERED ON THE BACK DECK OF THE BOAT. IT WAS REPORTED THAT NO DAMAGE WAS DONE TO THE BOAT'S WHIP ANTENNAS BUT SOME DAMAGE TO THE BOAT'S GEL COAT AND FISH BOX WAS OBSERVED. THE REPAIR COST FOR THE DAMAGE TO THE BOAT WAS EXCMATED ABOUT \$2900.00. NO INJURIES REPORTED. NO DAMAGE TO THE UNMANNED AIRCRAFT. A VISUAL OBSERVER WAS BEEN USED. THE SMALL UAS IS REGISTERED TO RAYCOM MEDIA, INC. WITH THE AIRCRAFT REGISTRATION NUMBER: FA3YFF7TFC. MANUFACTURER: YUNEEC, MODEL: TYPHOON H, SERIAL NUMBER: YU17080078B08A01. ISSUED 03/27/2017 AND EXPIRES: 03/27/2020.

Operator Comments:

99 WA45 20150501023959 3/15/2017 12:00:00 AM A 0 MORIARTY, NM
Remarks: UAS - THE LEFT POLYHEDRAL SEPARATED FROM THE LEFT WING WHICH CAUSED AN OUT OF CONTROL SITUATION. THE AIRCRAFT CAME DOWN ON TITAN'S PROPERTY. NO INJURIES AND NO PROPERTY DAMAGE.

Operator Comments:

100 EA03 20160426003759 7/20/2016 12:00:00 AM I 0 PITTSBURGH, PA
Remarks: ON WEDNESDAY, APRIL 27, 2016 AT 1017 HOURS S/C BERNARDING WAS DISPATCHED TO BEELER ST TO MEET A PITTSBURGH BUREAU OF POLICE OFFICER REGARDING A DRONE/UAS THAT WAS RECOVERED IN A YARD. OFFICER [REDACTED] RESPONDED TO [REDACTED] AND MET OFFICER [REDACTED] WHO STATED THAT HE WAS CALLED TO THE HOME FOR A FOUND DRONE. THE HOME OWNER WAS NOT HOME AT THE TIME THE POLICE ARRIVED. OFFICER [REDACTED] TOOK THE DRONE/UAS TO THE CARNEGIE MELLON UNIVERSITY ROBOTICS LAB AT GATES HALL. THE STUDENTS SAID IT WAS NOT THEIR AIRCRAFT. THE DRONE/UAS HAD A FAA IDENTIFICATION NUMBER LOCATED ON THE UNIT. THE NUMBER IS [REDACTED] THE OWNER WAS IDENTIFIED AS [REDACTED] LIVES AT [REDACTED] [REDACTED] [REDACTED]. I CALLED [REDACTED] ON THE PHONE TO DISCUSS THE INCIDENT THAT OCCURRED ON APRIL 27, 2016 AT 8:00PM LOCAL TIME. [REDACTED] STATED THAT HE IS RECREATIONAL DRONE/UAS PILOT AND DOES NOT HOLD AN AIRMAN CERTIFICATE. HOWEVER, HE HAS HOLDS A SMALL UAS CERTIFICATE OF REGISTRATION, THE NUMBER IS [REDACTED] AND EXPIRES 01/09/2019. [REDACTED] STATED THAT HE WAS FLYING THE TRICOPTER AT 15 METERS IN THE AIR AND THE REMOTE CONTROL WAS CONTROLLING THE UAS PROPERLY. ABOUT ONE MINUTE LATER, THE UAS WAS CARRIED AWAY BY THE WIND AT THE SAME ALTITUDE AND NO CHANGES APPLIED TO THE CONTROLLER WERE EFFECTIVE. THE UAS CONTINUED TO FLY ON A SOUTHERLY HEADING OUT OF SIGHT. [REDACTED] STATED THAT HE LOOKED FOR THE UAS FOR HOURS AND COULD NOT LOCATE IT.

Operator Comments:

101 WP21 20150706021199 4/4/2016 12:00:00 AM I 0 ONTARIO, CA
Remarks: SAN BERNARDINO SHERIFF HELICOPTER N635SB, AN AS-350 HELICOPTER, REPORTED A UAS 9NM NE OF ONTARIO. UAS WAS AT 800 FT AGL AND POLICE HELICOPTER WAS AT 750 FT. AGL. CAME WITHIN 50 FT. OF HELICOPTER. NO EVASIVE ACTION TAKEN, BUT AIRCRAFT DESCRIBED A NEAR MISS WITH UAS. NEAR MISS FORM COMPLETED IN ATQA. AIRBORNE UNIT IDENTIFIED HOUSE WHERE UAS LANDED AND NOTIFIED FONTANA PD. FONTANA PD CONTACTED INDIVIDUAL RESPONSIBLE AND COUNSELED NOT TO OPERATE THE UAS SO HIGH.

Operator Comments: