

This log is to detail the chain of custody, as well as any actions taken or movement of the M300 sUAS that was involved in the incident on May 6th in Towns Co that resulted in an injury to the RPIC, John Nunes.

May 1-2, 2021

- UAS Director, Tim Wiley, conducts firmware updates on the M300 sUAS & all batteries in Michigan

May 3, 2021

- Tim Wiley transport aircraft to Gresco UAS offices in Georgia.

May 5, 2021

- UAS Service Center Technician, Ben Holton, charged the batteries in preparation for the Towns County demo.
- John Nunes took possession of the aircraft and left for Towns County.

May 6, 2021

- 10:52am, UAS Sr. VP, Scott Ferguson, received a phone call from John Nunes. John informed Scott that he had an accident with a drone and had been cut. John further explained that he was currently on the way to the hospital.
- 10:58am, Scott contacted Tim Wiley, by phone, and added John Nunes to the call. John shared that the drone started to malfunction toward the end of his demonstration. Further, Nunes stated that he activated the return to home command on the RC and the aircraft climbed to about 395 feet AGL. Once the aircraft reached the stated altitude, it only responded to ascending and descending controls. Upon descent, John described the drone hovering at around 7 feet AGL over top of multiple police vehicles in the parking lot which was not near its intended home location. John explained that he could not move the drone in any other direction. John indicated that he decided to grab onto the landing gear of the drone to move it away from the vehicles that it was hovering over at approximately 7 feet AGL. At that time, John claims that the drone began speaking in Chinese. He expressed that he could not get the drone to shut down, so he described how he handed the RCc to a customer and instructed the customer how to shut off the drone. John further states that the customer was not able to shut down the drone, so he then decided to push the kill switch. When he tried to push the kill switch he was cut by the propellers.
- John explained, prior to the demonstration, that he had powered up the start sequence of the noted sUAS and did not observe any warning messages prompting him to conduct required firmware updates or address hardware incompatibility issues. Additionally, John claims that the aircraft performed all inflight checks with accuracy and dependability. That said, John admitted that the drone was not connected to the internet at that time and would not have received such critical firmware updated notifications or alerts.
- On a separate call with me, Tim Wiley, following John's arrival to the hospital, John explained that his injuries were so severe that they could not use stitches, but rather, a surgical adhesive to hold the skin together. I, Tim Wiley, informed John to wait at the medical facility until our staff arrived to assist him with transportation for his required drug testing and rental vehicle

return. John stated that he would provide discharge documents to our team and get registered at the clinic for an independent drug screening.

- I, Tim Wiley, contacted Sheriff Henderson at the Towns County Sheriff's Office to request that the drone be placed in a secure location in a biohazard bag until Gresco employees could take back its possession. The Sheriff explained that no other persons would have access to the drone until our folks arrived for pick-up.
- 11:38am, Scott contacted John along with Human Resources Director, Tonya Dent, on the line to discuss workers compensation processes in lieu of him using his own individual medical insurance for billing purposes. Further, Scott and Tonya discussed the procedure for company required drug testing. John acknowledged the information about the company's drug testing policy and workers compensation for medical billing. John again, briefly offered his account of the incident.
- 7:15pm, UAS Customer Service Manager, Allen Wheeler, and, UAS Outside Sales Account Manager, Gunner Goldie retrieved the M300, its accessories, and John Nunes' rental car from the Towns County Sheriff's office. Photos were captured of the aircraft prior to taking possession of it. These photos record the state that the aircraft was in when it was handed back to Gresco. There was blood on the back housing, batteries, and one landing gear skid. The propeller on M4 arm was missing both tips. The battery lock was disengaged. The aircraft was bagged due to the presence of blood and was placed in a Gresco vehicle by Allen Wheeler.
- After taking possession of the aircraft, Allen Wheeler and Gunner Goldie proceeded to the Holiday Inn Express to meet with John Nunes. John filled out the proper HR paperwork and gave Allen Wheeler a verbal account of the incident. Here are the notes from Allen Wheeler:
 - M300RTK w/ H20T and Z15

Battery set A was in use.

Tim Wiley informed John that he had updated firmware on the above noted date/time.

Ben Holton had already charged the batteries, which John verified.

No errors were noted on startup at the demo location.

Battery cell voltage was in alignment.

Flying in uncontrolled airspace.

Standard flight behaviors observed during the majority of the flight.

Climbed to 393ft altitude and was alerted by the RC "Max altitude reached".

Photos and video of the demonstration were taken.

Aircraft was not responding properly.

Return to home was initiated.

RC started speaking Chinese language.

Aircraft paused 30' from home point, laterally.

Would not descend automatically.

John manually brought the aircraft down using the RC.

Aircraft hovered at approximately 7' altitude and would not land.

Aircraft hovering over vehicles.

John indicated that he grabbed the landing gear to try to move it away from the vehicles and toward the home point.

Warning error of "motors over revving" was displayed.

John took a screenshot on the RC.

John stated that he gave the RC to the detective in the white shirt and coached him on how to do a CSC to stop motors.

John grabbed both landing gear to support the weight of the aircraft and then called for the CSC.

4 attempts were made at the CSC but with no response from the aircraft.

John attempted to release the batteries and was struck on the back of his right hand by the props.

He held on to the aircraft until the batteries died.

I, Allen Wheeler, told John as we were leaving that there is never a scenario in which Gresco would tell him to put himself in harm's way to save private property. John responded with "There was never a question in my mind about Gresco's position on this. I didn't want there to be damage to private property in front of a customer."

- The aircraft remained in a Gresco company vehicle, driven by Allen Wheeler, until he returned to the Gresco UAS offices on May 7th.

May 7, 2021

- 10:15am, the aircraft was unloaded into the Gresco Small Parts Warehouse by Allen Wheeler.

May 10, 2021

- Tim Wiley is advised, via text message, that John is requiring emergency surgery on May 11th in Phoenix near his home. John stated "to replace severed nerves with a cadaver donor and try to close my wound without having to do a skin graft".
- The aircraft was moved from the warehouse to the UAS Sales Office and later to the UAS Service Center. The aircraft was bagged the entire time and handled only by Tim Wiley due to biohazard concerns.
- At 4:30pm a biohazard trauma cleanup specialist arrived to clean the aircraft (Aftermath Services LLC).

May 11, 2021

- At 11:10am Allen Wheeler copied the contents of the H20T microSD card to his local hard drive on his company issued laptop, preserving the original files, unaltered, on the microSD card. The microSD card was then bagged and labelled.
- At 11:20am Allen Wheeler inspected the aircraft and observed the following:
 - The RC on channel A is requesting a firmware update. Firmware was up to date at the time of the incident, but a newer firmware was released on May 10th.
 - The RC on channel B is requesting a firmware update. Firmware was up to date at the time of the incident, but a newer firmware was released on May 10th.
 - Battery set A is completely dead, no lights on battery level indicator.
 - Aircraft requests an update. Firmware was up to date at the time of the incident, but a newer firmware was released on May 10th.
 - Flight logs indicate that there was a DJI imposed restricted zone covering the Sheriff's office and the adjoined prison. This is common practice for DJI to impose flight restrictions over prisons. Pilot was notified twice by a pop-up banner on the RC screen, which should have been accompanied by an audible warning. RC volume was set to 80% when the aircraft was returned to Gresco. Photos from the flight log playback can be made available, if needed.
 - One screenshot from the RC was recorded, a still image depicting the aircraft hovering over or near vehicles in the parking lot.

- Flight logs and a screenshot from the Master RC were also transferred to a separate microSD card. This was later placed in the same bag as the H20T microSD card.
- The inspection concluded at approximately 4pm. The aircraft was then packaged in the case with both RC's and the H20T. Pat Taylor, UAS Warehouse Specialist, provided a shipping label and Allen Wheeler dropped the aircraft off at the UPS store on Zebulon Rd in Macon, GA at 5:55PM.
- At approximately 3pm on May 11, 2021 Allen Wheeler returned a missed phone call to [REDACTED]. The person that answered identified himself as Chief Deputy Gene Moss of Towns County Sheriff's Office. Dep. Moss was calling to request a follow up visit from Gresco for further discussion of a purchase or lease of an aircraft. In the course of the conversation Dep. Moss agreed to relate his account of the incident that resulted in John Nunes' injury on May 6th. These are the notes from his verbal account.
 - Chief Deputy Moss was in attendance of a drone demonstration in the parking lot of Towns County Sheriff's Office. He stated that Mr. Nunes piloted the aircraft up and out from location and performed the demonstration. The he initiated he told the drone to automatically come back to its launch point. The aircraft proceeded to return but stopped 25-30 yards short of the launch point. Upon seeing this Mr. Nunes quickly made his way across the parking lot to the aircraft. The aircraft stopped at about 6ft above the ground and hovered. Mr. Nunes grabbed the landing gear and attempted to move the aircraft into landing position, but the aircraft would not cooperate. Mr. Nunes then asked someone else, an attendee, to hold the aircraft while he manipulated the controls. After no significant change was observed in the aircraft Mr. Nunes handed the RC to someone else and he grabbed the aircraft by the landing gear. He then coached the person with the RC on which maneuvers to do with the sticks. Again, no change was observed. This scenario of trying to move the aircraft and holding it while manipulating the controls went on for quite some time. Dep. Moss indicated that his group did not know or understand what was going on but were merely using the RC as John instructed them. Mr. Nunes reached through the propellers for an unknown purpose and was struck by the propellers. He continued to hold on to the landing gear until the aircraft shut off.
- 3:27pm, John Nunes wife, Kellie Nunes, sent Tim Wiley a text message informing him that John just arrived home from his surgery and there was a lot of nerve/muscle damage.
- After receiving an email from John after his surgery regarding other work account communications, Tim Wiley sent a reply at 7:04pm, advising him to focus on healing and completing his FAA/NTSB report. Tim Wiley also added that only 5 days remained to have the information submitted to comply with the 10-day regulation. Additional assistance was offered if he needed any help.

May 12, 2021

- 8:18am, Allen Wheeler emailed DJI and requested the following actions be taken with the aircraft:
 - Flight data analysis for May 6th, 2021. I am pretty certain I know what happened, but I need to see if your findings are in agreement with mine.
 - Full inspection for damage or faulty components. If the only thing you find is the broken prop on M4, don't worry about fixing that. I can replace the prop when it gets back here.

- 1:27pm, John Nunes sent an email response requesting information in order to complete his FAA/NTSB report. The information requested was dealing with log files, content from micro-Sd card, aircraft records, witness statements, etc.
- 2:34pm, Tim Wiley replied back to John Nunes explaining he would be provided with all of the information he requested necessary to complete his mandated accident report.

May 13, 2021

- Aircraft was delivered to DJI's Cerritos, CA location at 9:56am.
- Allen Wheeler identified another witness from the photos and reached out over Facebook for a phone call. These notes are transcribed from his handwritten notes, detailing the verbal account given by McCaysville Chief of Police Michael Earley to Allen Wheeler during a phone call on Thursday May 13, 2021.
 - After John completed the demonstration, he initiated the return to home feature. The aircraft stopped prior to reaching the home point and it was hovering over vehicles. John advised the group that the aircraft was not working right and that he may need to let the batteries die down. After attempting to maneuver the aircraft, John grabbed the landing gear, handed the RC to Chief Earley and Sheriff Henderson, and coached them on how to manipulate the sticks. After holding on the aircraft for what seemed like 10 minutes, Chief Early saw that John's arms were shaky and fatigued so he offered to take hold of the aircraft to relieve John and John accepted the offer. While Chief Earley was holding the aircraft by the landing gear John was attempting to shut it down using the RC. John then took hold of the aircraft again, relieving Chief Earley, and he reached through the props and was struck by the propellers. John held the aircraft by the landing gear for the few remaining minutes of battery until it shut down on its own. Chief Earley grabbed his first aid kit and rendered medical help to John along with Sheriff Henderson's team.
- 5:52pm, Allen Wheeler provides John Nunes an email containing all of the necessary information for his accident FAA/NTSB report as requested.

May 14, 2021

- 1:40pm, John Nunes replies to Allen's email, which contained requested information for the FAA/NTSB report, by stating "thank you for gathering all the information".
- Prior to COB on May 14th, John Nunes is advised, via email, and by phone, that he is to complete the FAA/NTSB accident report as directed by federal regulations. John acknowledged the request to have his report completed at that time.