

Doug Brazy
Air Carrier and Space Investigations (AS-10)
Memorandum for Record

Date: June 16, 2025

Subject: DCA25LA174, N939NP UAS, Dixon, California, March 28, 2025

Contact: Kelda Mae Tabaranza, Senior Manager - Flight Operations, Pyka Inc.

The following information was provided in a June 16, 2025 email from Pyka Inc., in response to follow-up questions:

- **Page 1 - can you provide a more specific location than the city and zip? (lat/long, address, street intersections, or, about x miles due west of [some identifiable location]).**
 - I've attached the updated form with the lat and long of the incident.
- **On Page 3, in the flight time matrix, the make and model column is empty. Does that mean that this was the pilot's first flight with this airplane make/model?**
 - The flight hours for the specific make and model are not included in the pilot's flight log since they are drone hours. See below for the pilot's drone hours below, please let me know if you'd like me to include them in the pilot's log on the original form:
 - Total Hours: 251.64
 - PIC: 251.64
 - Instructor hours: 0

- **Did the flight have a planned destination, or was the intent to remain local at the test site?**
 - The intent for this flight was to remain local to the test site.
- **Can you give me just a few more details on the purpose of the flight? i.e. was it T/O and LDG practice for the pilot, was it to check/evaluate a specific flight mode, system function, etc.**
 - The purpose of this flight was to test landings.
- **Was the airplane being controlled by an automated program/sequence at the time of the event (if so please briefly explain the mode), or was it being manually controlled by the pilot?**
 - The aircraft was being autonomously controlled by the flight computer, however the pilot can still issue high level commands (i.e. Land or abort takeoff) when it's in auto mode.
- **Why was the land command issued? (was that part of the test objective, or if not, what prompted it)**
 - Yes, the sole purpose of the flight was to test landing, so the land command was issued immediately after takeoff.
- **The recommendation provided on page 8 suggests to "update autonomous flight software". Was there something that was out of 'currency' such as what was loaded was behind the current revision, or, did you discover a causal efficiency/error that necessitated an update? Or something else altogether?**
 - We discovered the issue as a result of this incident. The aircraft was on the appropriate release version of software at the time, but the software has since been updated because of this undesired behavior.

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