

AIR VEV Employee Statements

Pilot:

This is the sequence of events from my point of view following the FAAs request: The Flight was the 4th flight of the day, the UA was fully charged to 395 volts. The plan was to perform left circuits (runway 13) until battery bingo and land. The takeoff was standard and the aircraft behavior was normal, the flight was between 150ft to 400ft and 55 to 75 knots. On the second circuit at the point I was turning to crosswind, the engines temp reached 90 degrees Celsius meaning I had to land as soon as practical. As an immediate action I've tightened the second pattern in order to save time and prevent the engines overheating to the point they fail. In the process I overturned runway 13 (the flight control limits the bank angle to 25 degrees) and started descending and slowing down for landing. While I was on final approach, at about 30 knots above the northern hangar the UA started pitching up very aggressively to the point it flipped on its back and crashed in a ditch between 2 hangars. All of my efforts to save the UA including pitching full forward failed, I was trying to fly the UA up to the point it hit the ground.

Ground Control Station (GSC) Operator:

This flight started like any other routine flight. After setting all GCS systems, powering up the aircraft, it took off. The test plan included 2 circles for this flight. First circle completed with no issues. Pilot advisory with speed, altitude, batteries voltage, motor temperatures were all normal. During the second circle I advised the pilot that motor temperatures are at 90 deg. C. in order to prepare for landing. While slowing down for landing, I saw in the nose camera and in the flight data that the aircraft is pitching up abnormally, then rolling to the left, then heard on the communication network "crash". As I'm positioned in the GCS, I don't have visual contact with the aircraft.

Maintenance Technician:

Timeline:

On 10-23-2025 we had 3 flights in the morning that went normally. Nothing of note during pre and post flight inspections and no changes were made to the configuration of the aircraft or parameters that I know of. The aircraft have performed other flights the previous day with the same pilot as well with no malfunctions. After the 3 flights we took the aircraft back to the hangar to charge. Then was towed back for the flight that would eventually crash. Nothing that I know of was changed on the aircraft. The plan for the flight was to do an abbreviated left pattern for runway 13 at 400ft. The aircraft started at the beginning of

runway 31 facing roughly north. Pre takeoff checks were made, including testing communication and controller input before engine start up and testing the engine reactions to input on the ground. Before takeoff I checked the surrounding area for any possible conflicts, people, vehicles, ADSB traffic, etc. Once the pilot announces that he is about to takeoff, around 12:05, I then radioed on the handheld radio on CTAF about our intentions and planned altitude.

The flight:

The plane took off north bound and climbed to 300-400ft or so. The pattern was more circular than square off like a traditional pattern. I believe the PIC preferred the aircraft to be closer to him when possible. On base to final turn the aircraft went a bit wide of the runway and flew over the hangars at a 300-400 ft. Once back over the runway our GCS operator called out 90c on engine temps. This was a normal call to help the pilot plan to land sooner than later. The pilot decided to fly a second pattern to help the decent to land. This next pattern was tighter and faster due to the decent. Again the plane overshot the runway on final turn and ended up over the hangars now at low altitude as it was planning to land. Once over the southern large hangar that houses the p-51 mustangs the pilot was slower enough to engage hover mode to land. Shortly after engaging hover mode and turning on yaw stabilization, which was called out by the pilot, the plane pitched up 90 degrees and fell backwards and yawed into the ground. Hitting the ground front left first. I could see the whole event unfold and the aircraft luckily hit between hangars and into a ditch. No property or anyone was hurt. The crash resulted in a fire with battery cells cooking off and shooting in every direction. I called 911 and kept my distance.