

WRITTEN STATEMENT OF PILOT IN COMMAND

Date: 9/19/2017

1. Place of Accident: Gwinnett County Airport Date: 9/11/2017 Hour: 1058

2. Type of Accident: _____

3. Identification/ N Number: 5189K

4. Name: George Allen McLain

5. Address: _____ City: Bogert State: GA

6. Telephone: H: _____ Other: _____

7. Occupation: Police Pilot / Police Officer

8. Pilot Certificate Number: _____ Certificate: _____

Ratings: Rotorcraft - Helicopter / Commercial / Instrument

9. Medical Certificate: Class Second Date: 8/10/2017

Mr./Ms. _____ was asked to write in his/her own words what happened.

See Attached

Signature

Aviation Safety Inspector

**GWINNETT COUNTY POLICE DEPARTMENT
STATEMENT FORM**

Case Number: _____		
Name of Person Giving Statement:	George Allen McLain Jr	
Address:	[REDACTED] Bogart, GA 30622	
Home Phone:	Work Phone:	Cell Phone: [REDACTED]
Social Security Number: [REDACTED] DOB: [REDACTED] Age: 38		
Name of Person Taking Statement:	CPT Kelvin Dukes	
Interview Location:	[REDACTED] Bogart, GA 30622	
Date: 9/12/17	Time: 1200	

I, George Allen McLain Jr am making these statements to CPT Kelvin Dukes whom I know to be a sworn police officer with the Gwinnett County Police Department. No threats or promises have been made to or against me to obtain these statements. These statements are true to the best of my knowledge.

On the morning of September 1, 2017 I was working at the Gwinnett County Police Hangar located on Briscoe Field. A preflight inspection of our aircraft was done in which no deficiencies were found, it was then pulled out of the hangar and parked, generally into the wind, as indicated by the windsock on the field by CPL Mike Duncan in preparation for the day.

The automated weather at Briscoe Field was down that morning as it had been for several days prior. CPL Duncan and I took note however that there were some clouds to be considered this morning if we were to take off. I did not believe that visibility was a concern as I looked around this morning, just doing my own assessment of the weather at the field. There was some wind to be considered, but nothing out of the ordinary at that time, or overly concerning. CPL Duncan and I took note that the rotating beacon on the field was not on, indicating Visual Meteorological Conditions, and we later checked the weather using the ForeFlight app and/or Skyvector, as is our usual routine each morning. There seemed to be nothing at that time that would directly impact any local flights, but we were aware that the afternoon could bring some more significant weather conditions, and we would keep watching throughout the day.

A short time later a Police call came out in the vicinity of the airport, in which air support could be very helpful. CPL Duncan and I listened to the call briefly, considered the weather once again, and decided that it was both legal and safe to takeoff in order to respond to this call. We discussed that we would likely be within the Class D airspace for the duration of this flight, so we must adhere to those weather minimums. That also meant we would be in constant contact with Tower should weather turn worse while we were out, and we could return quickly if needed. I don't believe that we were ever more than about 5-6 miles from the Briscoe Field and could basically keep it in sight the entire time. We also discussed that we would keep a vigilant watch for the weather deteriorating, especially coming from the West, where we were expecting it later that day. We discussed that we would return to the hangar well before conditions deteriorated significantly in our

immediate area.

I was the Pilot in Command this morning. CPL Duncan and I went through a full "first flight of the day" startup procedure. I got the weather from tower since the automated weather was down. I do not remember the details at this time, but I also do not remember anything unexpected or out of the ordinary. Tower then cleared us for a departure to the south from taxiway whiskey.

During the takeoff from the cart, hovering flight to the taxiway, and transition to forward flight, all instruments were in normal operating ranges, all control inputs were controlled and deliberate, and all control functions and feedback felt normal. We departed to the south as cleared and got set up on the call, just a few miles away, then called tower to let them know where we were, and to request to set up an orbit at that location at or below about 1000 feet AGL.

We orbited the same general area for about an hour, constantly watching for obstructions, other air traffic, fuel consumption and any significant change in weather. At about one hour on scene we noticed a few raindrops on our windscreen once in a while, and that some showers and lower clouds were starting to encroach from the west. Also, it seemed as if we might have done everything we presently could for the Officers on the ground for this call. CPL Duncan and I decided to return to the Police Hangar before cloud ceilings came down and/or visibility was reduced.

I called tower to let them know our intentions, and we were cleared to land whiskey then sidestep to the Police pad. They also gave me an altimeter setting and winds, which I believe were something to the effect of 220 at 10 knots. I made a normal approach to a 10 foot hover to taxiway whiskey, paralleling runway 25, in which, again, all instrumentation was normal, all control inputs were smooth and deliberate, and all control responses felt normal.

As I turned left off Whiskey to the Police pad, I noticed that the windsock agreed with the wind call given to me by tower. I also noticed that the cart we land to was not situated for me to be able to land into the wind. The wind on landing and on turning onto the Police pad had been a non-issue to this point, but I did not want to land with a left crosswind, or partial tailwind. (It should be noted that the Police hangar, the hangars adjacent to it, a small built up earthen berm adjacent to the hangar, and a small County outbuilding located on the Police Pad can mask or block the wind, can sometimes change the direction of the wind for that small area, and have potential to create a burbling or turbulent effect.) I made the decision to make a right hand turn go around of the cart, and told CPL Duncan my intentions were to go around and land into the wind on the wash rack, (located between the Police pad and taxiway whiskey), where he could get out and reposition the cart for a safer landing into the wind. He agreed this was a good course of action. Throughout the hover taxi sequence, from the turn off whiskey, to the go around of the cart for the wash rack, a 10 foot hover was maintained, and an airspeed of about a brisk walk was maintained.

At about the time I was going to turn to land at the wash rack I encountered a strong wind gust, or possibly the effect of my tail rotor becoming unmasked from behind the outbuilding located on the Police pad. A sudden, uncommanded, violent, right yaw occurred as well as what seemed to be an uncommanded climb. I initially applied a cyclic input to continue movement away from the Police pad and buildings located there. I

instinctively applied full pedal to oppose the rotation, but it had no noticeable effect on the yaw rate. I believe the helicopter spun at least 2 full rotations before striking the ground as I was rolling off the throttle.

The entire sequence, from the initial uncommanded yaw, to impact with the ground was probably only several seconds long. I remember just after impact, trying to ensure that the throttle was fully off, not just to idle, and trying to pull the emergency fuel shut off. There was still a lot of intense motion as the main rotor head was spooling down to a stop and the remnants of broken blades were impacting the earth, violently shaking the entire airframe which still had the Pilots strapped inside at this time. When I felt most of the motion stop, I unstrapped myself and egressed through the overhead window component which was now missing. The helicopter had come to rest on its' right side meaning I was the Pilot on the high side, and CPL Duncan was on the lower side. My intent was to help CPL Duncan out of the aircraft if possible and safe, but airfield personnel were on scene almost instantly and they were better able to tend to him at that time. Within minutes GCPD and GCFD were on scene and I was taken to Gwinnett Medical Center for treatment, along with CPL Duncan as soon as he was helped out of the wreckage.

Signature & Date

Signature of Witness

Name of Witness (please print)

Name of Person Giving Statement:

ACKNOWLEDGMENT OF RECEIPT OF PBR WRITTEN NOTIFICATION

I acknowledge that I received the Pilot's Bill of Rights Written Notification of Investigation at the time of this application.

George Allen McLain JR

Airman Certificate No. [REDACTED]

Applicant's Name (Print)

(if applicable)

Applicant's Date of Birth. [REDACTED]

DATE: 09/20/2017

Signature of Applicant

MM/DD/YYYY

To Be Completed by the FAA Inspector/Designated Examiner --

I have personally delivered the Written Notification under the PBR to

_____ on _____

[print name of the individual]

MM/DD/YYYY

_____ FAA Office: _____

FAA Inspector/Designated Examiner (Print)

_____ FAA Office: _____

FAA Inspector/Designated Examiner (Signature)