

WRITTEN STATEMENT OF PILOT IN COMMAND

Date: 9/19/2017

1. Place of Accident: Gwinnett County Airport Date: 9/1/2017 Hour: 10:58

2. Type of Accident: _____

3. Identification/ N Number: 5189K

4. Name: ~~Michael~~ Michael Duneau

5. Address: _____ City: Watkinsville State: GA

6. Telephone: H: _____ Other: _____

7. Occupation: Police Corporal

8. Pilot Certificate Number: _____ Certificate: _____

Ratings: Commercial Helicopter

9. Medical Certificate: Class Second Date: 04/25/2017

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**

Name of Person Giving Statement: _____			Case Number: _____		
Address: _____			Cpl. Michael Duncan		
Home Phone: _____		Work Phone: _____		Cell Phone: _____	
Social Security Number: _____		DOB: _____		Age: _____	
Name of Person Taking Statement: _____			Capt. K. L. Dukes		
Interview Location: <u>Sheppard Center</u>					
Date: <u>09/19/2017</u>			Time: _____		

I, Michael Duncan am making these statements to _____ 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 September 1, 2017, myself and police pilot Allen McLain responded to a call in District 4. We stayed on station for a period of time and noticed some severe weather was coming in. We informed ground units that weather system was coming in and we would be moving back to the hanger until the weather passed. We got confirmation from ground units that we were cleared to go back to the hanger. We proceeded back to the hanger to wait for weather to pass. Had clearance to land at our ramp from ATC and we moved to our police ramp where the helicopter cart was set up. Police Pilot McLain started moving toward the cart. I informed him if needed could land on the ground and I could move the cart for a more favorable landing. He said "Let me try to land on the cart" but quickly realized that he did not like how the wind was affecting the helicopter at a hover. He decided to do a go around and land. He then indicated he wanted to land on the wash rack to let me out to reposition the cart. At that time we were hit by a gust of wind in tail rotor putting us into loss of tail rotor efficiency. This loss of tail rotor efficiency put the helicopter into an unrecoverable spin. The aircraft moved away from the police ramp and toward the runway and crashed in the grassy area. I did not lose consciousness during the crash and first responders were there within minutes to render aid.

9/19/2017

Capt. [REDACTED] #1105
Signature of Witness

Capt. K.L. Dukes #1065
Name of Witness (please print)

[illegible]

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.

Michael L. Dwyer

Airman Certificate No. [REDACTED]

Applicant's Name (Print)

(if applicable)

Applicant's Date of Birth [REDACTED]

DATE: 9/19/2017

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)