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Date: 02/08/2024

Subject: ERA24LA099 – 6120 Corrections and Pilot Statement

Contact: Megan Hundley – UAS Safety Program Manager, Phoenix Air Unmanned, LLC

Below is an excerpt from an email received from Megan Hundley regarding the submitted 6120 form as well as the pilot's statement of events for the accident:

I have attached a revised 6120 form with corrections, clarifications to your questions are below:

- The "Flight Time" sections on Pages 5-7 have been updated to reflect UAS time only, which explains the confusion on the make and model. The preceding question to the "Flight Time" section referenced their Part 61 certifications, so the hours listed were referencing their manned aircraft hours, not unmanned. PAU tracks all unmanned hours using AlarisPro and times are accurate.
- Per Jeff Holland's last email, the "Fuel on Board at Last Takeoff" has been changed from 7 gallons to 4.5 gallons, this has been confirmed to be the correct number (4.5 gallons).
- For clarification, William E. Lovett is our Managing Director and copied on this email. William H. Lovett was PIC for the flight. His pilot statement is below.
- Pilot statement from William H. Lovett - "After takeoff I checked manual controls and operations were nominal. I completed the cruise checklist before manually flying the

aircraft beyond the first waypoint for a smooth transmission into mission mode. I sent the aircraft on mission, and operations were normal until approaching waypoint eight when I received a fuel pump warning on the alarm tab. After the fuel pump warning I made the decision to bring the aircraft in to land. I sent the aircraft back to waypoint one located at the LZ. While the aircraft flew back to the LZ I received a second fuel pump warning and took over in manual mode. While descending into the LZ the aircraft's decent rate started to go beyond what I had input so I took my hands off the controls to confirm I wasn't making any abnormal inputs. After clearing all inputs, the aircraft continued to descend rapidly until it contacted the ground. After impact the aircraft increased in RPM which allowed the aircraft to climb. The aircraft climbed back to 6-10 feet in the air when I made the decision to shut the turbine down completely and the aircraft dropped back to the ground and shut down. On the second impact the blades contacted the tail fins and cut them off at the top."

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