

STATEMENT OF:

Frank A. McFall II
Special Agent/Pilot
Drug Enforcement Administration
Long Beach, CA

Made on September 30, 2017

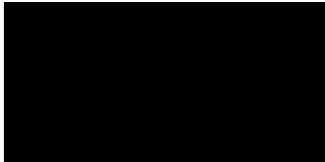
On Wednesday, September 27, 2017, at approximately 10:05am (PST) SA/P Roberto L. Fuentes (Standardization Pilot) and SA/P Frank A. McFall II were involved in a helicopter accident at Fullerton Municipal Airport (KFUL), Fullerton, CA. The aircraft involved was an Airbus AS-350-B2 (AStar), registered as N515ET. There were no fatalities. SA/P's Fuentes and McFall II exited the aircraft unassisted. Both SA/Ps sustained minor injuries.

At approximately 9:10am (PST) SA/P's Fuentes and McFall II departed Long Beach International Airport (KLGB) to complete SA/P McFall II's annual rotor wing checkride. A thorough preflight inspection was completed on N515ET by both SA/P's Fuentes and McFall II prior to departure. Shortly after departure, SA/P McFall II executed three (3) confined area landings within the Rose/Hacienda Hills area located approximately 8nm north/northwest of KFUL. Upon completion of the final landing, SA/P McFall II contacted Fullerton Tower and requested landing instructions for runway 24. Upon receiving instructions and clearance for a straight in approach to land on runway 24, SA/P McFall II executed a steep approach that terminated into a no hover landing. Upon landing, SA/P McFall II requested clearance to takeoff and to perform a "Quick Stop," followed by operations within the traffic pattern. Prior to reaching pattern altitude, SA/P Fuentes briefed SA/P McFall II what next to expect during the execution of a hydraulic system failure and simulated run on landing at 3-5 ft AGL. SA/P Fuentes additionally reminded SA/P McFall II not to touch the skids to the ground due to the configuration of the aircraft. Upon reaching pattern altitude and approximately midfield of the right downwind for runway 24, SA/P McFall II executed an "Out of Ground Effect" hover. SA/P Fuentes next depressed the "Hydraulic Test" button on the center pedestal to simulate a hydraulic failure. To regain control, SA/P McFall II slightly lowered the nose to gain airspeed. Once stabilized, SA/P Fuentes next switched the hydraulic cutoff switch to off, which as expected by SA/P McFall II, caused an increase in aerodynamic forces on the controls. Controllability was maintained by SA/P McFall II as the aircraft was flown at approximately 60kts through the remainder of the airport traffic pattern. While making a shallow approach, at approximately 1/3 down the runway SA/P McFall II noticed a slight left yaw starting to occur and responded by slightly lowering the nose to regain the loss in airspeed. At the same time, SA/P Fuentes verbally noted the same. As SA/P McFall II attempted to regain the loss of airspeed the left yaw started to increase in speed as it passed through approximately 30 degrees. Seeing this, SA/P Fuentes immediately stated "He had the controls." As SA/P Fuentes attempted to regain control, the aircraft pitched upward and rolled, to what I believe to be to the right. While rolling right, the aircraft again pitched, this time towards the ground where contact was made with the runway. Upon contact with the runway, and as the aircraft proceeded to yaw/spin, SA/P Fuentes pulled the fuel flow control/throttle to

shut down the engine and stop the rotors from turning. This action also stopped the frictional rotation of the aircraft and vibration. The aircraft came to rest in an upright position.

SA/P's Fuentes and McFall II exited the aircraft un-assisted with minor injuries.

Due to his minor injuries, SA/P McFall II was medically evaluated at the scene by Captain/Paramedic Javier Avelar and Fire Fighter/EMT Roland Garcia. Both employed by the City of Brea / Fullerton.



9/30/2017

SA/P Frank A. McFall II