



U.S. Department
of Transportation

Regulatory Support
Division, AFS-600

P.O. Box 25082
Oklahoma City, Oklahoma 73125

**Federal Aviation
Administration**

NOV 19 2012

Ms. Catherine Crump
ACLU Foundation
125 Broad Street
17th Floor
New York, NY 10004

Dear Ms. Crump:

Freedom of Information Act (FOIA) Request 2013-000535F6

This is in response to your request dated October 23, 2012, under the Freedom of Information Act (FOIA), 5 U.S.C. § 552, pertaining to Unmanned Aerial Systems (UAS). Your request was forwarded from the FOIA Program Staff in Washington, DC and was received in this office on October 26 to provide a response to item 3 of your request, concerning accidents and incidents.

A search of the Accident/Incident Data System (AIDS) for the period from 2006 to the present revealed eight records identifying either Unmanned Aircraft Systems (UAS's) or Unmanned Aerial Vehicles (UAV's). A search of the AIDS revealed no records identifying Remotely Operated Aircraft or Remotely Piloted Vehicles.

The Aviation Data Systems Branch in Oklahoma City, Oklahoma does not maintain logbooks or maintenance records of aircraft. Logbooks and maintenance records are the property of the owner or operator of the aircraft or vehicle.

Sincerely,

Van L. Kerns
Manager, Regulatory
Support Division

Enclosure

Records Selected: 8

Run Date 06-Nov-2012

FEDERAL AVIATION ADMINISTRATION

Page: 1

Accident / Incident Data

UNMANNED UAV'S OR UAS'S
FOR THE PERIOD OF: JANUARY 1, 2006 TO PRESENT
SORTED BY: DATE

PREPARED FOR: CATHERINE CRUMP

CONTROL NUMBER: 2013-000535F6

Table with columns: DATE, ACFT MAKE, ENG MAKE, CITY, ST, PHASE OF FLT, TFLYP, FLTCP, FATAL, INJ. Contains 4 rows of accident data including details like aircraft type (COBRA), location (HUACHUCA CITY, COLORADO SPRING, WHETSTONE), and descriptions of incidents.

* Official accident causes are determined by the National Transportation Safety Board (NTSB). Accident Cause Factors in this report are the Federal Aviation Administration's interpretation of multiple technical factors and statements taken from the original NTSB

Prepared by the Aviation Data Systems Branch / AFS - 620

Format: AID E afs620db

Selection Criteria: ((C119)LIKE*UAV*OR(C119)LIKE*UAS*OR(C119)LIKE*RFP*) AND(C23)NOT IN ('CIRRUS','MAULE','CESSNA','DIAMON','SOU EGL','RICE L','DOUG','BOEING','AMTR') AND

Sort Criteria: [C9]

Accident / Incident Data

UNMANNED UAV'S OR UAS'S
FOR THE PERIOD OF: JANUARY 1, 2006 TO PRESENT
SORTED BY: DATE

PREPARED FOR: CATHERINE CRUMP

CONTROL NUMBER: 2013-000535F6

DATE NNUM EVNT	ACFT MAKE ACFT MODEL REMARKS	ENG MAKE ENG MODEL	CITY DO	DAMAGE	ST ACC/INC TYPE	PHASE OF FLT	TFLYP TFLYS	FLTCP FLTCS	FATAL INJ
11/06/2008 CPB11 A	GENATM BMO9 PIC INSTRUCTOR ^PRIVACY DATA OMITTED^ WAS GIVING A LAND RECOVERY ELEMENT (LRE) CHECK RIDE ON AN UNMANNED AERIAL VEHICLE (UAV) TO ^PRIVACY DATA OMITTED^ AT A GROUND STATION ON SIERRA VISTA AIRPORT/LIBBY ARMY AIRFIELD. THE UAV IS OPERATED BY THE CUSTOMS BORDER PATROL. THE GROUND STATION HAS A LINE OF SIGHT ELECTRONIC DATA LINK BETWEEN THE UAV AND THE PILOT CONTROLS. ^PRIVACY DATA OMITTED^ MADE A HARD LANDING ON THE NOSE GEAR ON RUNWAY 26. THE UAV WENT OUT OF CONTROL BY BOUNCING SEVERAL TIMES, SWERVED LEFT OFF THE RUNWAY, AND CAME TO REST IN THE SAND FACING APPROXIMATELY IN A 100 DEGREE HEADING. DURING THE LANDING THE PRCP STRUCK THE GROUND, THE NOSE WHEEL CAME OFF, THE MAIN LANDING GEAR SPREAD APART, THE MULTI-SPECTRAL TARGETING SYSTEM GIMBAL (MTS-B), LOWER ANTENNAS, AND VERTICAL STABILIZER WERE DAMAGED.	GARRTT TPE331*	FORT HUACHUCA WP07		AZ	Landing			0 0
04/20/2010 GRIZZ A	GENERA PREDATOR MO BLOCK 20. UAV PILOT UNINJURED CERTIFICATE INFO NOT PROVIDED BY ANG.GRIZZLY 22, AN AIR NATIONAL GUARD PREDATOR UAS WAS ON A TRAINING MISSION FLYING LOCAL PATTERNS AT VCV FOR ONE HOUR. CREW CONSISTED OF STUDENT PILOT AND STUDENT SENSOR OPERATOR AND INSTRUCTOR PILOT AND INSTRUCTOR SENSOR OPERATOR. WITNESS STATED UAS LANDED HARD AFTER APPROACH TO RWY 17 AND BOUNCED. LEFT MAIN GEAR COLLAPSED AFTER TOUCHING DOWN AGAIN CAUSING LEFT WING TIP TO DRAG. UAS CARTWHEELED AND DEPARTED RWY 17 2800 FEET SOUTH OF THRESHOLD. WINDS REPORTED BY TOWER 18010G20. CIVILIAN WITNESS ON GROUND REPORTED WINDS WERE 30MPH FROM SOUTHWEST AT TIME OF ACCIDENT.	ROTAX 9A	VICTORVILLE WP21		CA	Landing: Approach			0 0
03/16/2011 NONE I	UAV14 CRASHED UNDER UNKNOWN CIRCUMSTANCES IN RESTRICTED AREA R2515, 20 MILES NORTH OF VICTORVILLE, CA		HICKLEY WP21		CA	Cruise/Level Flight			0 0
04/17/2012 NONE A	THE BOEING YMQ-18A UAS #A019 DEPARTED KVCV AT 1146L FOR THE UAS LOCAL FLYING AREA 3 MI NORTH OF THE AIRPORT FOR FLIGHT TESTS AT 4000 TO 5000 FT MSL. THE AIRCRAFT WAS ON THE UPPER SOUTHBOUND LEG OF A FIGURE EIGHT PATTERN WHEN IT LOST MAIN ROTOR THRUST AND ENTERED A COMPUTER DIRECTED AUTOROTATION WITH A DESCENT RATE OF 2000 FEET PER MINUTE (FPM). THE UAS OPERATORS DIRECTED THE UAS TO A LANDING SPOT APPROXIMATELY 2.3 MILES NORTHEAST OF THE AIRPORT. THE SYSTEM'S AUTOMATION COMMANDED THE UAS TO BEGIN THE AUTOROTATIONAL FLARE AT 200 FT AGL AND MAKE A LANDING WHICH WAS HARD ENOUGH TO CAUSE SUBSTANTIAL DAMAGE TO THE UAS.		VICTORVILLE WP21		CA	Cruise/Level Flight			0 0

NUMBER OF RECORDS: 8

* Official accident causes are determined by the National Transportation Safety Board (NTSB). Accident Cause Factors in this report are the Federal Aviation Administration's interpretation of multiple technical factors and statements taken from the original NTSB

Prepared by the Aviation Data Systems Branch / AFS - 620

Format: AID E afs620db

Selection Criteria: ((C119)LIKE*UAV*OR(C119)LIKE*UAS*OR(C119)LIKE*RFP*) ANDIC23]NOT IN ('CIRRUS','MAULE','CESSNA','DIAMON', 'SOU EGL','RICE L','DOUG','BOEING','AMTR') ANDI

Sort Criteria: [C9]