



Aviation Investigation Final Report

Location:	Pendleton, Oregon	Accident Number:	WPR25LA103
Date & Time:	February 21, 2025, 10:33 Local	Registration:	N265PA
Aircraft:	AMAZON.COM SERVICES LLC MK30	Aircraft Damage:	Substantial
Defining Event:	Collision with terr/obj (non-CFIT)	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Flight test		

Analysis

The operator of the unmanned aircraft system (UAS) reported that, the purpose of the flight was to test the Safe Contingent Land (SCL) during a flight test operation, vertical ascent following a delivery. An obstacle (cart) was intentionally placed in the delivery area. As the UAS hovered over the delivery location, a commercial drone piloted by another employee, intentionally flew above the UAS. The UAS detected the drone and descended. During the descent the UAS struck the cart and came to a stop on the ground near the cart. After landing, the UAS performed an unplanned vertical ascent, started to oscillate, and descended into the ground.

The UAS sustained substantial damage to the upper wing struts and fuselage.

The operator reported that there were no preaccident mechanical failures or malfunctions with the UAS that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The unmanned aircraft system's failure to maintain clearance from an obstacle, which resulted in a loss of control and impact with terrain.

Findings

Personnel issues	Aircraft control - Pilot
Environmental issues	Ground equipment - Effect on operation

Factual Information

History of Flight

Initial climb	Collision with terr/obj (non-CFIT) (Defining event)
Landing	Loss of control in flight

Pilot Information

Certificate:	Commercial; Military; Remote	Age:	45,Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	None
Other Aircraft Rating(s):	Helicopter; Unmanned (sUAS)	Restraint Used:	None
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	January 16, 2025
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	July 23, 2023
Flight Time:	(Estimated) 800 hours (Total, all aircraft), 215 hours (Total, this make and model), 500 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AMAZON.COM SERVICES LLC	Registration:	N265PA
Model/Series:	MK30	Aircraft Category:	Helicopter
Year of Manufacture:	2024	Amateur Built:	
Airworthiness Certificate:	Experimental (Special)	Serial Number:	178650100U
Landing Gear Type:	None	Seats:	0
Date/Type of Last Inspection:	January 26, 2025 Continuous airworthiness	Certified Max Gross Wt.:	82 lbs
Time Since Last Inspection:		Engines:	6 Electric
Airframe Total Time:	75.2 Hrs at time of accident	Engine Manufacturer:	AMA/EXPR
ELT:	Not installed	Engine Model/Series:	UNKNOWN ENG
Registered Owner:	AMAZON.COM SERVICES LLC	Rated Power:	
Operator:	AMAZON.COM SERVICES LLC	Operating Certificate(s) Held:	Certificate of authorization or waiver (COA)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KPDT, 1514 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	330°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots / None	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.24 inches Hg	Temperature/Dew Point:	7°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Pendleton, OR (PDT)	Type of Flight Plan Filed:	None
Destination:	Pendleton, OR (PDT)	Type of Clearance:	Unknown
Departure Time:	10:30 Local	Type of Airspace:	Class D

Airport Information

Airport:	EASTERN OREGON RGNL AT PENDLETON PDT	Runway Surface Type:	
Airport Elevation:	1494 ft msl	Runway Surface Condition:	Unknown
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Unknown

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	45.701787,-118.86429(est)

Administrative Information

Investigator In Charge (IIC): Gutierrez, Eric

Additional Participating Persons: Christopher Painter; FAA; Portland, OR

Original Publish Date: May 9, 2025

Last Revision Date:

Investigation Class: [Class 4](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=199746>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).