

ACCIDENT

Aircraft Type and Registration:	DJI Inspire 2, (UAS, registration n/a)	
No & Type of Engines:	4 electric motors	
Year of Manufacture:	Not known (Serial no: not known)	
Date & Time (UTC):	29 June 2020 at 1730 hrs	
Location:	Eton Wick, Windsor	
Type of Flight:	Private	
Persons on Board:	Crew - N/A	Passengers - N/A
Injuries:	Crew - N/A	Passengers - N/A
Nature of Damage:	UA destroyed, damage to third party vehicle	
Commander's Licence:	Other	
Commander's Age:	Not disclosed	
Commander's Flying Experience:	Hours not provided Last 90 days - not known Last 28 days - not known	
Information Source:	Limited information submitted by the pilot and enquiries made by the AAIB	

Synopsis

The UA was being flown near Eton Wick, Windsor, in a semi-rural area when, without warning, it descended out of control and hit a car parked on a private residential driveway. The car bodywork was damaged and the UA disintegrated on impact. The cause of the accident is not known.

History of the flight

The UA was being flown from an open field in what the pilot described as “wind, but not above 18 to 19 mph”. The pilot was monitoring and watching the UA going through its landing procedure. He then observed what looked like a propeller coming apart and the aircraft fell out of control. It hit a car parked on a private residential driveway damaging the cars bodywork. The UA disintegrated on impact. After discussion with the owner of the car and an exchange of details, the remains of the UAS, including its damaged battery, were removed from the site by its owner.

Earlier on the same day this UA had been seen by another UAS pilot who was conducting authorised flying at Windsor racecourse. The pilot was concerned about the risk of another UA operating in the vicinity and near members of the public whilst racing was underway. He approached the pilot, and owner, of the accident UA and asked them to move away, which they did. They resumed flying at a different location, and it was near this new location the accident occurred.

The pilot considered what might have happened to the propeller and concluded that it had been hit by something.

AAIB comment

AAIB reports, such as this, usually include more details regarding the UA and its pilot. In this case this information was not made available to the AAIB. The UA was beyond repair and the owner stated that they had disposed of it immediately after the accident. The UA controller was made available to the AAIB but contained no useful information.

Without an examination of the UA wreckage or the data it contained, it has not been possible to determine the exact cause of this accident.

Safety issue

The batteries of a UA contain large quantities of stored energy and should be handled with great care when damaged. Special precautions should be taken when handling, transporting or disposing of them. Damaged batteries can go into a thermal runaway condition and release their energy rapidly. This generates large amounts of heat, flames and harmful gases. To mitigate this risk, damaged batteries should therefore only be carried in specially designed commercially available cases or pouches.