

On the morning of October 2, Ivor Noel and myself, Geoffrey Fleming Jr, left St Thomas around 10 am on N9021X for a routine flight to isla grande in Pr to pick up some parts for my airplane. Weather was nice and we expected the trip to be a quick turn around. I was passenger that day and worked the radios for the flight. We flew the tango transition and was turned over to isla grande tower. Upon switching to tower I heard the traffic in the area and tried to call abeam condado plaza. I heard tower tell a Cessna 172 to go around, cleared a citation to land number 1, clears the pair of black hawks to land number 2. By that time we were turning base at the fort and called again and was cleared to land number 2 behind the black hawks. Upon turning final. We

noticed some turbulence and commented that it had to be from the Black hawks. At that moment tower instructed us to do s turns. Upon completing two s turns we were back on final and immediately saw that the black hawks had slowed down and based on our speed would have still been in a hover taxi over the runway when we would cross the threshold. Ivor radioed for clarification to make sure if we were still cleared to land and tower replied yes, your cleared to land.

We looked at each other and said ok. When we crossed the threshold, the Blackhawks were just turning off of the runway past the terminal. We immediately felt a heavy down draft and I thought we were going to hit the runway hard. We recovered and looked at each other to say

let's get on the ground fast. Just as we were about to land another burst pitched the plane hard to the left. I looked across through the window and that wing tip was about 2' off of the ground. We recovered and declared that we were going around, we are going around.

We turned to the right to go around, because the burst came from that direction, pushed full power and started to climb and immediately another burst came and sent the plane vertical straight up.

Realizing our position, I prepared for the inevitable as I knew the aircraft would stall, roll left and crash. I don't think we were more than 50-100' above the ground but we inverted and went full power into the grass between the taxiway and the runway.

After realizing that I was still

alive I stated to call out to my friend but all I could hear in response was his breathing.

Buy that time rescue workers were on the scene pulling me out of the plane.

I had multiple lacerations in my face head and right arm. I broke be left wrist, left pinky in two places and the middle finger..

I also broke my left hip (femur neck) and my shin in two places.

With respect to whether the pilot, Ivor NOEL had the owners consent, all I can say is this, Ivor saved that aircraft twice, one for Irma when he got a call the day of the storm to take the aircraft to shelter in St Croix and Maria when he took it to puerto Rico for shelter there. He paid the storage fees for each one. That much I know because I was present exact

time with my aircraft tat the
same locations.
