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April 19, 2020

To Whom It May Concern:

Regarding the incident in question, the following is an overview of the situation and the specifics of what occurred from my perspective, to the best of my knowledge and recollection.

I was introduced to Mr. Kim Ross Tschetter in early 2020 by Mr. Gav Tan with Str8 Up Aviation flight school, as a resource for ground school training. Mr. Tschetter owns his own helicopter (N9334W) and during the time he trained with Str8 Up Aviation it was located at Pagefield Fort Meyers (FMY) airport. In addition to completing ground school training with Mr. Tschetter, on several occasions I acted as safety pilot while he flew his ship. Of note, on one such occasion during pre-flight on February 25th, I noticed an existing crack in the tailboom and pointed it out to him. Mr. Tschetter stated he was aware of the crack and that it was not a flight factor. We proceeded as planned without incident.

On April 7th, I was first asked by Mr. Tschetter to pick-up his helicopter (N9334W) from Str8 Up Aviation at FMY airport. Mr. Tschetter and Mr. Tan had been in communication about arranging for the ship to be moved to St. Augustine, where Mr. Tschetter planned to continue training. The following day, we spoke again. Mr. Tschetter requested that I pick-up and deliver his ship on Friday, April 10th. However, my family had made plans to celebrate my birthday that day, so instead we agreed on the following day, April 9th. Mr. Tan was to meet me at FMY airport to complete pre-flight together and review ship specifics. My flight plan was an initial stop in Naples to pick-up another flight instructor, followed by a stop at Venice (VNC) airport to retrieve Mr. Tschetter's briefcase, and ending at Northeast Florida Regional (SGL) airport in St. Augustine. The plan was to arrive there by 6pm, and for me to drive a rental car home that same evening. Everything was agreed upon and arranged.

The next morning, I rented a car from Enterprise and drove to FMY. I received a text from Mr. Tan stating that he was unable to meet me at the airport. Upon arrival at the aircraft, I called him to "walk me through" everything over the phone. We reviewed the startup list, engine doors, fenestron blades, etc. Everything was normal. I then sat inside the cockpit and proceeded with startup, but when I attempted to close the door it would not close. I informed Mr. Tan, and made several more attempts to close the door with no success. Ultimately, we decided it was best to remove the door which I secured in the back seat. We ended the call after the final start-up. I completed a final check of emergency lights and area clear, and proceeded with a two-step pick-up. The helicopter started to pick-up and at approximately 3

feet it began to turn to the left. I applied right pedal but the aircraft did not respond to any pedal correction. I immediately lowered the collective, and slightly forward on the cyclic upon touching the ground. The aircraft did a hovering auto bounce with slight movement to the right and forward, and came to a stop. I put the helicopter in idle and called Mr. Tan to inform him of what had just occurred. I checked all gauges, the engine torque, and the rotor RPM. Everything was normal. I requested Mr. Tan remain on the phone while I completed a hover test. I proceeded with a two-step pick-up, and the aircraft came to a 3 foot hover and stayed in position. I then sat down and repeated the pick-up process again. I hovered at 3 feet while checking the aircraft pedals and controls and the aircraft performed normally. Mr. Tan and I agreed that it was safe to proceed and we ended the call.

My first stop was Naples, FL to pick-up another flight instructor, KJ. Safety being of highest priority, my focus during the flight to Naples was to ensure the aircraft flew smoothly with no concerning vibrations or noises. The helicopter did fly normal with no issues. Upon arrival in Naples, I picked up KJ but did not shut down the aircraft. Together we flew to Venice, and again the aircraft was smooth with no issues. We were marshalled in for landing at Venice airport by the line crew. We shut down for refuel and to retrieve Mr. Tschetter's briefcase. I proceeded with my normal routine of a full walk around and aircraft check. It was then that I noticed part of the stabilizer was chipped off. I took photo documentation and immediately texted it to Mr. Tschetter who was flying at the time and unavailable. I pointed it out to the line crew member that was refueling the helicopter. During our conversation, he stated to me that he and his crew had witnessed the owner make several "scary, hard landings" during the time he was training in the area with Str8 Up Aviation. He offered to testify as a witness if necessary.

Since the aircraft was flying normally, KJ and I continued the flight plan to St. Augustine and arrived arrive after 6pm. We were marshalled in by the line crew, landed, and shut down the aircraft. I reattached the door, closed it successfully from the outside, and secured the aircraft. The following morning, Mr. Tschetter and I spoke over the phone and I explained to him the events of the prior day. Specifically, we discussed the photo documentation of the damaged stabilizer, the fact that Mr. Tan did not meet me at the FMY airport as planned, and that I had removed the door because it would not close. His response to me was that Adam, the instructor that was supposed to train him in St. Augustine, would not have a problem training him in the ship since it was flying normally. I informed him that Adam is a DPE and will require the ship to pass inspection prior to any training taking place.