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October 4th.2021

9.28th.2021 Accident Statement

On September 24th I was attending a coffee meeting with a group I am a member at and I have seen my friend Jonathan Neuwirth who mentioned that he would like to go on a flight with his friends.

I have explained Jonathan that the cost of the ride which is \$700 an hour, will be shared between the 4 of us but he have said that the other two are his guests and he will pay for their portion which means, I will pay 1/4 of the cost and he will pay the other 3/4.

I have asked Jonathan what are the weights of himself and the other passengers and he said that he weights 180 and the other two are 150 each.

Jonathan told me that he would come up with a date and eventually we have set it up for Tuesday 9.28th.2021 at the afternoon. Since he mentioned that he will be at the south region of Miami I have suggested to pick them up at IFC North located at Tamiami airport. I have made a phone call to IFC North who told me that they charge a landing fee of \$100 and which was fine by Jonathan. We scheduled to meet at the IFC North at Tamiami and I have said that I will update him in regards to the hour of my arrival.

Once I have got the date that we wanted to have the flight, I have called Iftach Shimonovich who I have rented helicopters from since 2014 and I have gave him the date 9.28.21 and mentioned that I wish to book the helicopter somewhere at the afternoon.

A day before or at the same day I told Iftach that I would like to take off at 5pm.

On my way to Lantana airport I have called IFC North at Tamiami airport and notified them that I wish to land at their location at around 5:45pm to pick up passengers for a ride and to land again once we are done with the flight. They asked for the helicopter's calling sign and I annoced that is: N212HT.

Called Jonathan and explained that eventually, when I land and after I mark with my hands to approach, they will get closer to the helicopter only from the front of the aircraft.

I arrived to Lantana airport on 9.28.2021 and made a preflight check before the flight.

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The helicopter fuel tanks were full.

I took off around 5pm and flew along the coastline heading southbound.

Before entering Boca Raton's airspace I have contacted the tower and notified of my calling sign, position, altitude and my intentions of flying southbound. Eventually, Boca tower gave me the permission to contact Pompano Tower and I did the same as I did with Boca tower. Once I got closer to the south side of Pompano's airspace, the tower asked me to contact Fort Lauderdale tower who I have notified with my calling sign, location, altitude and intentions. He have provided a squak code and allowed me to proceed south as requested. When I got south to Fort Lauderdale airport region, the tower allowed me to change a frequency. I have made an announcement at the regional frequency with my calling sign, position, altitude and my intentions of flying southbound. Kept doing so from time to time during my flight south and while on the regional frequency.

When I got south of Fischer Island line I have listened to Tamiami ATIS, contacted Tamiami tower and advised with my call sign, location, altitude and my intention to land at IFC North. He have asked if I am familiar with the helicopters landing procedure and I have replied that I know that helicopters approach are in between the parallel. The tower gave me the clearance to land, I flew a little more west to the IFC North in order to land facing eastbound and so I did, I have landed, brought the collective down, traveled the throttle lower to bring down the RPM to idle and applied frictions to the collective and cyclic.

A person from the IFC North facility escorted Jonathan and his guests to the helicopter and I have marked with my left hand to approach. When they arrived to the helicopter, Jonathan or the person from IFC have opened the door and I have told Jonathan to open the door for the rear left passenger and told him to have the other guest to come again to the front of the helicopter and from there to the rear right passenger seat who did as I told.

Jonathan set at the front passenger seat and I have asked everyone to buckle their seatbelts and they have done so. I also told them to wear the headphones so we can hear each other better and they did.

After making sure that the seatbelts are fastened and that the doors are closed, I have looked at the gages and warning lights and made sure everything is functioning as it should be. I released the friction of the cyclic, as well as the collective and traveled the

throttle up so the governor will start to function and it did. I have performed a low RPM check procedure.

After that I have called on the radio to Tamiami tower and asked for a clearance to take off from the IFC heading eastbound. The tower replied and gave me the clearance to depart. I began to hover and also began to taxi north bound to overtake the IFC North's building. Once I made sure that I am away from the building, I began to gain speed, eventually altitude and head eastbound towards the ocean. That was taking place at maybe 5:55pm.

I flew towards the shoreline and when I have seen that I am about to leave Tamiami airspace, I have asked to change the frequency to the regional frequency which I got the permission to do so from Tamimi tower.

I have notified at the regional frequency of my call sign, position, altitude and my intentions to fly along the coastline heading northbound and that is what I did.

We flew along the coast and about 7 miles south to Fort Lauderdale airspace, I have contacted the tower asking to fly northwest towards the hard rock guitar hotel for a sightseeing, the tower gave a squak code and the clearance to proceed as requested and we flew towards the guitar hotel. I have made several orbits around the guitar and asked the tower to fly back southbound and he replied with the clearance.

Eventually, I have contacted the tower to change a frequency and the tower gave permission to proceed as requested. I did so and notified at the regional frequency of my calling sign, position, altitude and intentions of flying southbound.

When I was about 8 miles west of Tamiami airfield, I have contacted Tamiami tower and gave my calling sign along with position, altitude and my intentions to come for landing at the IFC North. The tower gave me the clearance to come between the parallel and to land at the IFC North. I have mentioned to the passengers that no one should unbuckle their seatbelts and of course no one leaves the helicopter before I allow to leave. In addition I have told them that any movement on the ground should be performed to the front of the helicopter.

When I got closer to the IFC North, I have noticed that There was an aircraft parking on the southwest of the parking area and I have made my landing mavouvers accordingly and I came to land north enough to stay safe and away from the airplane parked at its location.

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The person that I identified escorting the passengers before the flight, got closer to the landing area and he was watching us. I have landed and brought the collective down, everyone were cheering and I began with the shut off procedure. First, I have travelled the throttle to idle and slid my hand to apply the friction.

From that point my memory is kind of blurry about some of the details, but I felt that the helicopter starts spinning. It happened very fast. I'm not sure how many times we were spinning but later I have seen the marks on the ground. Eventually we hit the ground on the left side of the helicopter. The next thing I remember doing, was calling Jonathan and asked if he is ok. I looked to my left to take a look at him and I saw him coming from underneath and outside of the helicopter, he replied me and said that he is ok. At that point if I'm not mistaking, Jonathan helped his guests to unbuckle and come out from the aircraft.

I helped myself getting a little higher from the seat by pulling the seatbelt and lifting myself up and unfasten the seatbelt. At that point I don't remember how I got out of the cockpit but the next thing I have in my memory is that I was outside of the helicopter.

I have seen the person who I saw outside of the building, like myself he was very excited and was saying something, I approached him and asked if he saw something and he said that he have seen the front passenger moving in the cockpit and that the helicopter began spinning.

People have began to arrive on scene and start asking questions and asked for my licenses.

Someone said that I got bump at my head and they offered ice in a bag.

I was asking Jonathan and his guests how they feel and they have told me that they are OK.

At a certain point I felt a little dizzy and I was taken in an ambulance to the hospital.

Joseph Kashy

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