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Date: September 27, 2023

Subject: ERA23FA357, Kingston, New Jersey N2356M

Contact: CFI Hunter Godeck (Pilots Instructor) Represented by Z. Ballard

MS Teams Meeting to discuss the circumstances surrounding the accident. The instructor (Godeck) had known the pilot (Yitzhak) since August 26, 2023.

The pilot had requested that the instructor provide him training to add his helicopter commercial add on. Prior to the accident they had flown together about 19 hours. According to the instructor, the pilot was very good. He was a strong and confident pilot who picked up the helicopter flying very quickly.

The accident flight was the pilot's second solo flight. The pilot was only supposed to perform regular airport pattern work during the flight. No emergency procedures such as auto rotations were to be conducted, only normal, steep and shallow approaches.

The instructor was not directly observing the flight.

The pilot was observed to be calm, good natured and optimistic. There were no unusual behaviors or other signs or symptoms that would indicate any negative attitude or unhealthy conditions. The pilot appeared healthy and relaxed. The pilot appeared to be a little bit of a "health nut," he was gluten free and worked out, but he did smoke.

During almost 6 hours of flight in one day, the pilot was rock solid and managed the trip very well; he was a good pilot. They discussed negative transfer, the differences between lots of fixed wing time and little helicopter time. The pilot came in with about 110 hours of helicopter time. The instructor demonstrated the proper means to control airspeed and descents by using the collective in lieu of the cyclic as you would in a fixed wing airplane; power instead of pitch.

After 5 hours of flight instruction the instructor never had to take the controls from the pilot. The pilot only needed a little verbal feedback and nothing more. The pilot had nerves of steel and was never flustered.

The instructor had 538.1 hours total time all of which was in the helicopter and 170.8 hours of dual instruction given.

The instructor stated the helicopter was mechanically sound and was taken good care of by maintenance. It was in very good condition. He never had an engine failure or other significant irregularity the helicopters maintained by the company.

While reviewing the ADS-B data for the accident flight. The instructor mentioned that the flight path was highly unusual. The pilot was briefed to only do airport pattern work. He was well outside of the pattern and did several tight turns. When he departed to the east, the pilot went well outside of the pattern by several miles and his ground track looked weird. It was not done initially at a right traffic pattern, but it looks like it was corrected.. He did not know why his flight path looked so odd; it was not what they briefed.

We looked at 2 photographs of the helicopter in flight prior to the accident and asked the instructor what possible reason for the nose down attitude; he could think of none. All maneuvers were supposed to be shallow/steep with the collective.

The instructor asked a quick question about the state of the investigation, and I informed him that if he remembered anything else to not hesitate to contact me. Then we terminated the meeting.

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