

After the conclusion of our visit to the Flight School Pilot Training Center the assigned inspector proceeded to visit the pilot involved in the accident Mr. Eshaan Mujudar at the Hollywood Memorial Hospital to talk to him and requested a statement of the accident that occurred on October 30, 2023, Mr. Eshaan Mujudar stated the following.

“On October 30, 2023 I booked a flight at the office at around 12:20 PM and I flew to KTMB to visit the pilot gift shop at the FBO and I purchased a new logbook and a gift for my friend who was leaving to India. I have my time building left to do 80 like all students who are doing time building. I booked a slot for the evening, but the FSP app did not allow me to book the flight for more than 4 hours, so I let somebody know at the office to extend my slot for my flight from KTMB. I had a simulator session with my instructor for instrument.

I came back at around 5:30PM and talk to Katia who works at the office and ask her if she can extend my slot from 8:00PM to 10:00PM to 8:00PM to 12:00PM on N810FS and she told me OK and entered my slot. I also told her to put in the comments that Carlos was going to be my safety. Then I went to sleep. I woke up around 8:00PM me and my housemates were talking about hollowing customs at around 9:30PM then me and BIYA went to the dollar general store for some last-minute hollowing items that we couldn't find so we came back.

Then I aet some oatmeal and left for my flight. Carlos then told me that he was not coming with me to the flight. That's when I decided to and do my flight alone for the simple reason that I was done with my safety flights and had some experience flying at night and in the dark.

I arrive at school and drank a cup of coffee and at 9:00PM I made a call to my mother who was back in India and after I completed my call I went to conduct my preflight. The school office was closed by 6:00PM and they agree to leave the dispatch for the aircraft which was supposed to be for aircraft N810FS. The aircraft was available until the next day in the morning. So, I decided to take off not when the flight slot was schedule but later in the evening because the aircraft was available. This is what a lot of people for time building do and a decided to do the same. When I went the aircraft, I saw that there was no dispatch, then I went to the aircraft N140FS, and it did have the dispatch in order.

I decided to send a text message to Yogi to let her know about the situation but and informed that I was going to use the aircraft with the dispatch aircraft 140FS Because Dispatch was not available for aircraft N430FS, and I was aware that nobody was going to be flying the aircraft until the next day. So, I proceeded to fly aircraft N140FS instead of aircraft N430FS as previously schedule but I did notify the owner of what I was going to use A/C 140FS shortly after that a I flew the A/C that had a full tank off fuel. I took off and everything was good and landed at the Okeechobee. And then I did a teal drop entry and a short base to final at E/W 23 at KOBE when I was landing, I felt that the tail was making to much noise. After landing a call my mother again and after talking to her I filled my bottle of water at the FBO I proceeded to perform my preflight inspected the aircraft tail and noted that everything was in perfect condition then I took a look and check every single nut and bolt around the tail. Found everything in order no discrepancies noted. After completing my preflight inspection, I proceeded to take off. When

I took off the tail was fine, and I decided to continue a flew cost to lake Okeechobee. That's when I decided not to take that route to avoid the lake Okeechobee, so I started to fly direct after that. I realize that I had made a bad decision. I realize then that I should had follow the safest path from the beginning. I started to get bored, so I stated to sing to keep my self-awake to concentrate in my flight path at that time a notice that there were no outside reference except the city on my left.

I notice that I dropped altitude once from 2500 to 1750 and when I was flying low, I turn on my head lamp to have a better look at the clouds I do use my lamp and torch at night to help me identify my location and position at that time I saw a small cloud but thick when I was at 2500 I had turn on my lamp again and before I realize that. I had around 30 minutes left, I calm myself down and decided to keep flying. My Head was not in the right space at the altitude drop. My lead was not in the right space also at the altitude drop, when I keep flying, I was head time with my altitude indicator.

It felt to me like I was lagging so I couldn't do anything else and at that time I decided to just continue flying straight and lost track, also at the same time the indicator was off to the left by a lot then I started correcting far out because my altitude indicator was lagging, and I dinted know when to roll out I was exhausted and I keep correcting when I looked at the altitude and my transponder.

I realize that I was not able to read my altitude indicator because I keep overcorrecting and I panicked my view went blank when I came to realize it suddenly I hit the swamp waters with my landing lights at that time I proceeded to open my windows and door and before I could realize it I was in the water I immediately started looking for my torch light to help me have a better look at my surroundings at that time.

I notice that my leg was stuck and I was not able to wiggle it out and immediately the aircraft started to sink and at that time I manage to free my leg and climb on the aircraft wing and manage to get a hold of one of the red floating devices and started waiving it to get the attention of an aircraft that was flying by because I knew that the swamp was full of gators so I remain in top of the aircraft wing until I was rescue during day light".