



U.S. Department
of Transportation
**Federal Aviation
Administration**

South Florida
Flight Standards District Office-19

Miramar, FL

Juan C. Garcia IIC-Inspectors Statement – Accident Investigation

NTSB No.: ERA16LA158
ATQA No.: ASO1916154
Registration No.: N1346Q
PTRS No.: 201609739
Make: Cessna
Model: CE-206F
Serial Number: U20602891

Aircraft/Engine/Prop Last Annual Date: June 2, 2015

When: April 15, 2016

Where: Aircraft N1346Q had a planned VFR flight with one pilot on board and 2 passengers that departed Fort Lauderdale Executive (FXE) airport to Bimini (ZBV) airport in the Bahamas and back to FXE. The flight from FXE to ZBV aircraft N1346Q performed a crash landing in the ocean approximately 5 miles off the shoreline of Haulover Park Beach Inlet, Miami Beach Florida in approximately 2364 feet of water at 25° 54' 015" N, 079° 41' 581" W.

What: Part 91 Operation, operated Cessna CE-206F, N1346Q was owned by located in Fort Lauderdale Airport, Fort Lauderdale, Florida.

Who: Pilot (Pilot in Command):

Dehavlian Adero Forbes

Freeport, Bahamas

Airman Pilot Certificate No.:

Medical Certificate First Class: Date of Examination 12/02/2011

Passengers:

Michaelette Roberts age: 30 (front right seat)

Celine Fernandar age: 17 (back seat)

Accident Statement from pilot Mr. Dehavlian Adero Forbes:

PIC Forbes advised that he was piloting his friend's plane on a flight from FXE to ZBV, and planned to return to FXE, then on to ZQA. He said that he was at 2500' and was instructed to climb to 3500' VFR. Prior to reaching 3500' he said that the plane's engine seized with no warning or indication prior to the failure. He briefed the passengers on the crash and advised them to open their doors prior to impact. He saw a small boat below and headed in that direction; prior to the crash he noticed the wave's direction and made a turn to land parallel to the waves. Celine could not swim, so he held on to her while getting the raft ready.

PIC Forbes stated he had full fuel prior to departure and had good oil pressure and no bad temperature indications. Forbes advised the plane was due for an annual inspection and the plane didn't have any past problems

Emailed statement from Michaellette Roberts; received May 2, 2016:

"It was Friday, April 15, 2016 we took off from Fort Lauderdale Executive airport enroute to Bimini, Bahamas. We were going to the island for the weekend for my grandmother 85th birthday celebration. We took off weather was good and the flight was smooth. About 15 minutes into the flight the engine quit. We glided then plunged in the ocean. I was sitting in the copilot seat and my niece Celine was sitting in the left passenger seat (behind the pilot). After we hit, Dehavlion and Celine excited through the pilot side window and I excited through the aft right side door. We inflated the life raft got on and was rescued by a boat after 5 min. afloat."

Inspector Juan Garcia, (wondering whether or not this was an illegal 135 operation) queried Ms. Roberts as to the amount of revenue paid for the flight to the Bahamas. Ms. Roberts informed Inspector Garcia that she did not pay anything for the flight as it was a friend doing her a favor to take her to a birthday party in Bimini.

Interview with Yacht (Free Spirit) Captain James R Klassen on 4/15/16:

Captain Klassen saw the plane hit the water, spin, and sink. The aircraft was approximately 1 ½ - 2 miles away from our position when it went down. He said it took approximately 3 minutes to fully sink. He saw the raft pop up and headed that way to investigate. There were 8 crew on board the Free Spirit at the time. The pilot and 2 passengers were picked up by the Free Spirit.

Emailed Statement from Aircraft Owner/Operator Mr. Ian Waugh received April 21, 2016:

Unfortunately the log books were in the plane, but I have copies of invoices for the last maintenance done in December as well as the last annual done in June. Ric Burnett of AirTech Aviation (FXE) should also be able to supply those, I've copied him here. I also located the invoice from Engines Unlimited in Opa Locka who did an engine overhaul some years back (about 500 hrs. ago) if that is of any interest.

Interview with Mr. Ric Burnett

Mr. Burnett is the IA/Airframe/Powerplant Mechanic that changed the oil in the aircraft N1346Q the day before aircraft N1346Q crashed in the ocean. Mr. Burnett stated he changed the oil in aircraft N1346Q and found no irregularities or issues during the oil change with aircraft. Mr. Burnett also inspected the oil filter for metal and other contamination and found the oil filter free of any type of contamination. Mr. Burnett stated aircraft N1346Q had a push type quick release oil plug installed. Mr. Burnett also stated N1346Q had Supplement Type Certificate (STC) oil and filter adaptor installed, but found no issues with the adaptor and that the STC manufacture had an Instruction for Continued Airworthiness (ICA) when performing oil changes but he still had to follow the aircraft manufacture maintenance requirements.

STC No. SE09356SC Oil & Filter Adaptor:

Aircraft N1346Q had an F&M Enterprises Model C6LC-L Oil Filter Adapter installed per STC No. SE09356SC, F & M Enterprises has ICAW: FM2004-01 for Oil & Filter Change Interval recommendations which has recommendations and refers the owner operator to the CMI's overhaul, service and maintenance instructions for applicable engines diagrams.

Juan C Garcia
Aviation Safety Inspector