



## RECORD OF CONVERSATION

**Timothy W. Monville**  
**Sr. Air Safety Investigator**  
**Eastern Region**

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**Date: June 7, 2016**  
**Person Contacted: Dehavlian A. Forbes**  
**NTSB Accident Number: ERA16LA158**

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### Narrative:

Mr. Dehavlian Adero Forbes was contacted by phone on April 25, 2016, at 1259 EDT. He was called at [REDACTED], and left a voice mail message. He returned the call the same day from his home number of [REDACTED]; the time was not recorded.

At the beginning of the phone call he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He provided an e-mail address of [REDACTED]. His pilot certificate number is [REDACTED]. He holds a commercial pilot certificate with airplane single engine land, airplane multi-engine land, and instrument airplane ratings; his pilot certificate was lost in the water. He does not have a flight instructor certificate. His date of birth is [REDACTED]. He was issued a 1<sup>st</sup> class medical certificate with no limitations on May 22, 2013. He has 5,000 hours total time, and approximately 450 to 500 hours in make and model. He began flying the airplane in 2012 or 2013, and since then, there have been no issues related to oil pressure.

He indicated the airplane is a Cessna U206F, and the owner/operator is Ian Waugh. His address is [REDACTED], Fort Lauderdale, Florida [REDACTED]. His e-mail address is [REDACTED]. His phone numbers are [REDACTED] and [REDACTED]. He is a friend of the owner/operator, and was using the airplane for free; no money involved for his use of the airplane. The maintenance records were in the airplane, which was equipped with 6 seats.

He provided the following timeline:

April 14, 2016- He flew the airplane on a 14 CFR Part 91 personal flight from Nassau, Bahamas (MYNN) to Fort Lauderdale Executive Airport (FXE), Fort Lauderdale, Florida. Prior to the flight he did a preflight inspection, and engine run-up before takeoff. The flight departed with full fuel tanks which equates to about 4 hours flying time, and proceeded to FXE landing about 1 hour 10 minutes later; no discrepancies were noted during the flight. After landing he cleared U.S. Customs, and followed the instructions of the owner/operator to drop the airplane to Ric for an oil change. The oil change was performed by Ric on the "Q" ramp; he did not witness the work being performed. Ric of AirTech Aviation Services, Inc., can be reached at [REDACTED]

April 15, 2016 – He arrived at the "Q" ramp between 0800 and 0900, and went to Banyan FBO first expecting the airplane to be there but it was not there. The airplane was on the "Q" ramp. He spoke with Ric by phone, who told him the airplane was "good to go." He performed a preflight inspection of the airplane which included a check of the engine oil quantity. He noted the oil level was reading 10 quarts (full); he did not make note of the color of oil on the dipstick. He started the engine, taxied to Banyan where he picked up 2 friends. He again started the engine, obtained taxi clearance to runway 13, and did an engine run-up before takeoff noting the oil pressure was OK. He departed from runway 13 between 0930 and 1000 with VFR flight following and the fuel selector on the fullest tank. After takeoff he remained in contact with air traffic control (ATC), and proceeded on course. About 20 minutes from his destination with the mixture at full rich and the engine operating at 24 inches manifold pressure and 2,400 rpm, while flying between 2,500 and 3,400 feet mean sea level, he noticed a "rapid" oil pressure decrease. He also saw smoke coming out of the top aft side of the engine cowling; he did not recall any engine vibration, and reported the engine quit. He declared an emergency with ATC, and descended at best glide speed of 65 knots. The propeller stopped at some point during the emergency descent but he did not see any oil coming from the engine. He spotted 2 boats in the immediate area and in preparation for ditching, briefed the passengers and prepared for ditching by securing the battery master switch. After ditching in the ocean with swells with white caps, all occupants got out of the airplane and boarded the on-board liferaft (all had available life vests). He indicated the airplane sank within minutes, and while in the water he did not recall seeing the engine cowling. After only a few minutes in the water, a seaplane was overhead which circled their position. Shortly afterwards, a yacht (Free Spirit) proceeded to their location and rescued them. He was asked for the name and phone number of the captain of the yacht and he indicated he would send it later.

He provided the following seating locations for the passengers:

Right Front Seat – Michealette Roberts (non-pilot)

Left Middle – Celine Fernander

The digest was e-mailed to him for review on May 23, 2016, at 1245 EDT. He replied on May 24, 2016, at 0918 EDT, with, "note for you

1. My personal logbook wasn't on the airplane, it was the aircraft's logbook which Ian (the owner) contacted you about.
2. Ian (the owner) told you about the airplane insurance
3. The mixture was set to full rich
4. the altitude if I can recall some where around 2500ft and 3300ft-3400ft."

These corrections were incorporated into the narrative.



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**Date: May 23, 2016**  
**Person Contacted: James R. Klassen, Jr.**  
**NTSB Accident Number: ERA16LA158**

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### Narrative:

Mr. Klassen was contacted by phone on April 27, 2016 at 1105 EDT. He was contacted at [REDACTED]  
[REDACTED] He provided an e-mail address of [REDACTED]

He was the captain of the private yacht (Free Spirit) and reported that when he first saw the airplane, it was about 20 feet above the water. He saw a splash of the ditching and noticed the right wing "dug in." He went to the ditching location at rescue the occupants, reporting the location to be 25 degrees 56.015 minutes North latitude and 079 degrees 41.581 minutes West longitude. That location when plotted was at 2,360 feet depth of water. EMS personnel boarded his yacht to check on the occupants but it was decided it was too dangerous to try to transfer them to another vessel; therefore, he proceeded to the 15<sup>th</sup> Street Fisheries dock, where they were taken off the yacht.

He estimated the occupants drifted no more than 50 feet, and after arriving there he noticed a fuel slick.

The digest was reviewed with him during the call and he agreed with the content.



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**Date: June 8, 2016**  
**Person Contacted: Ric Burnette**  
**NTSB Accident Number: ERA16LA158**

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### Narrative:

Mr. Ric Burnett was contacted by phone on June 7, 2016 @ 1244 EDT. He was called at [REDACTED]  
[REDACTED] He provided an e-mail address of [REDACTED]

He indicated he holds an airframe and powerplant certificate with inspection authorization (A&P/IA) certificate number [REDACTED]. He indicated that he has worked on the accident airplane (N1346Q) for years. He indicated that he put on the oil filter adapter years earlier (FAA records were opened and he was informed that the 337 was dated May 10, 2008. The records reflect adapter model C6LC-L). As part of the installation he used anti-slippage compound.

With respect to the last oil change he performed, he indicated that he visually checked the oil filter adapter in accordance with the instructions for continued airworthiness (ICA's); it was not loose and there was no evidence of oil seepage in that area. He did indicate that the engine compartment was dry, but did report seeing evidence of an oil seep or dampness at the starter adapter pulley. Following the oil change he ran the engine that same day with the engine cowl installed to 1,800 rpm and also the next morning before the pilot took the airplane; he did not find any oil leaks. He confirmed there was no oil analysis done at the last oil change, but he did cut open the oil filter and reported seeing carbon (normal) but there was no metal noted. He was also provided a discrepancy list by the pilot for items to complete but because he was not aware or provided this in advance, he did not have time to correct the deficiencies. Following the oil change, he hand wrote the entry in the permanent maintenance records for the work he performed, but he does not have a copy of the entry he made.

He reported that after the pilot arrived at the airplane he started the engine and taxied to a fixed base operator where he picked up the passengers.

After hearing of the ditching, he inspected the ramp where the airplane was parked after the oil change was performed and looked for signs of fresh oil but did not see any. He also obtained access to the oil filter from the trash can but reported it was contaminated.

The digest was e-mailed to him for review on June 7, 2016, about 1420 EDT. He replied in a statement provided the same day at 1947 EDT with, "I have read through the draft Record of Conversation dated June 7, 2016. It is an accurate account of the conversation that we had and see no need for any corrections."

He was also provided an excerpt from the ICA's and asked to document where the anti-slippage material was added. He was also asked to supply NTSB a copy of the invoice for the oil change. These items were provided the same day they were requested.