



MEMORANDUM FOR RECORD

Heidi Kemner
Air Safety Investigator
Eastern Region Aviation

January 25, 2018

Subject: ERA18LA062
Who: Dehavlian Forbes – Pilot

In a telephone conversation with Mr. Forbes, he stated the following:

- After he departed on the flight back to the Bahamas, he was gaining altitude and the engine made a “surge or dip” in engine power.
- He checked that the fuel pump was ON, the fuel selector was on the fullest tank, and he pushed all the engine controls forward.
- The engine power returned, and it was “fine.”
- He contacted the tower controller and told him about the power loss and that he wanted to return to the airport.
- He thought he could make runway 31 since the engine started producing power again.
- He didn’t think fuel was the problem.
- The engine continued to surge the entire time he was trying to make it back to the airport.
- The pilot had borrowed the airplane from a friend and was on a personal flight.
- The fuel was topped off the day before.
- On the day of the accident, the controllers taxied him the long way around to the runway, and the engine run up was “fine.”
- During the preflight inspection, he sumped the fuel and no debris was noted in the sumped fuel.
- There was nothing significant on the engine runup that would have alerted him to an engine issue. The magneto check was fine.

In another telephone conversation with Mr. Forbes, on January 31, 2018, he stated:

- The inboard fuel tanks were topped off and the outboard tanks had about $\frac{1}{4}$ fuel in them.
- He didn't do a weight and balance on the day of the accident.

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 4:30 PM	DATE 12/13/2017
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Dehavlain Forbes - Pilot - C6-RVT		ROUTING	
		SYMBOL	INITIALS
SUBJECT Aircraft Accident/Incident			
DIGEST I spoke with Pilot, Dehavlain Forbes shortly after the incident where he landed the aircraft he was flying into a lake South of FXE airport. Mr. Forbes stated the following: This was his first flight of the day. He was enroute to Nassau Bahamas and had topped off the airplane at Banyon FBO. The Day prior he flew from Nassau, to Freeport, then onto FXE. He indicated that he topped off in Freeport prior to coming to FXE. On the day of the incident, he loaded the plane, then walked around to conduct his preflight and drained the fuel sumps. He started the plane and let it warm up prior to taxi, then called the tower and asked for flight following back to Nassau at 5500 feet. He departed runway 27 and about 500 feet turned left and reduced to climb power. Approximately 700 feet above the ground he started to lose power, it intermittently came back, so he went to full power and declared an emergency then, he started to set up to land runway 31. He verified the fuel boost pump was on. He realized that he couldn't make the airport so he set up to land in the lake ahead of him. He secured the fuel and lowered the flaps before landing in the water. The aircraft dropped about 6 feet at the stall horn prior to impact. The aircraft stayed afloat for approximately 10 minutes. He also stated a similar incident happened to him in the spring of 2016. (I also worked that accident)			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 12/13/2017	TITLE FAA IIC	SIGNATURE 	