



From: Erik Lee, Aviation Safety Inspector – South Florida FSDO-19

Prepared by: Erik Lee, Aviation Safety Inspector [REDACTED]

Date: December 2, 2018

Re Special Flight Permit (Ferry Flight) documentation research for N79HP

Statement as follows:

Accounts from several individuals state that N79HP was flown from PBI to FXE on a Special Flight Permit at some time approximately a year ago. Conair Jet Sales, LLC purchased the aircraft on August 14, 2017 and registered the aircraft on September 20, 2017. A review of aircraft maintenance records revealed that on September 20, 2017, David Bettencourt of Bettencourt Aviation, Inc. made a maintenance entry in the aircraft records with wording consistent with the log entry required for a Special Flight Permit.

A review of FAA PTRS records indicated that no Special Flight Permit has ever been issued for this aircraft.

A review of the office Special Flight Permit hard copy records from August 25, 2017 to present revealed no record of a Ferry Flight authorization.

[REDACTED]

Erik Lee – ASI, SO-19

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL	TIME 1000 Local	DATE 12/03/2018
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION	ROUTING	
	SYMBOL	INITIALS
Nick Slagle - FXE Ramp Operations Manager	SO19	EML
Phone [REDACTED]		
SUBJECT Assistance to locate missing oil cap from left engine of N79HP post accident		
DIGEST		
The following is a paraphrased account of the visit and telephone conversation with Nick Slagle at FXE		
On 12/03/2018 visited Nick Slagle at the FXE Operations Office to request assistance with camera footage and to assist in locating the missing oil cap from the left engine of the accident aircraft N79HP. Nick said he would scan the taxiway, runway and ramp areas where the aircraft transited prior to the accident and check back with any discoveries and also provide taxiway footage from their cameras. On or about 12/04/2018 contacted Nick Slagle via telephone to follow up with the search efforts and he stated that they had conducted a thorough search of the areas and were not able to locate the oil cap. He added that they are sending an inquiry to the tenants at FXE to report any discovery of the oil cap to the FXE Operations Office. As of 06/05/2020, no reports of the oil cap have been received.		
CONCLUSION, ACTION TAKEN, OR REQUIRED		
DATE 06/05/2020	TITLE Aviation Safety Inspector	SIGNATURE ERIK LEE Digitally signed by ERIK LEE Date: 2020.06.05 17:26:05 +04'00'

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 0730 Local	DATE 12/17/2018
NAME S. OF PERSON S. CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Kevin Newell - Ramp Service at World Jet on Ft Lauderdale Executive airport		SO19	EML
Phone [REDACTED]			
SUBJECT Witness account of aircraft activity on the night prior to the fatal accident of N79HP			
DIGEST			
The following is a paraphrased account of the activity witnessed by Kevin Newell			
Kevin said that he arrived at the airport for his shift at approximately 10:45 PM on 11/30/2018. Upon his arrival Mr Eladio Marquez was performing run-ups on his aircraft. Mr Marquez continued the run-ups throughout the night until approximately 3:00AM. During this time the left engine cowl remained removed from the aircraft. In between the runups, Mr. Marquez appeared to be performing work on the aircraft. Kevin stated that he could not be sure that Mr. Marquez was working on the aircraft however Mr. Marquez had several tools and had his arms in the left engine compartment each time between the run-ups. During the night, Kevin advised Mr Marquez to stop performing the run-ups due to noise restriction rules at the airport. Kevin also stated that Mr. Marquez was intending to fly out early in the morning around 5:00 or 6:00. Kevin advised Mr. Marquez that that would not be safe and that he should have a mechanic check out the aircraft before trying to fly it. Kevin stated that he knew Mr. Marquez personally and that they had interacted socially on several occasions.			
CONCLUSION ACTION TAKEN OR REQUIRED			
DATE 12/17/2018			
TITLE Aviation Safety Inspector		SIGNATURE [REDACTED] Erik Lee	



From: Erik Lee, Aviation Safety Inspector – South Florida FSDO-19

Prepared by: Erik Lee, Aviation Safety Inspector [REDACTED]

Date: June 12, 2020

Re Special Flight Permit (Ferry Flight) documentation research for N79HP, Part 2

Statement as follows:

On July 31, 2018, this office received a request from the aircraft owner, for a Ferry Permit (Special Flight Permit). On August 5, 2018 a ramp inspection was conducted on this aircraft by an airworthiness inspector, as a result of the request. During the ramp inspection several potentially un-airworthy concerns were noted and a Condition Notice (FAA Form 8620-1) was issued and a copy was attached to the aircraft. On August 9, 2018, this office received a second request for a Ferry Permit. As a result of the second request, the same inspector that issued the Condition Notice performed a follow-up inspection, on August 11, 2018, and found that there had been no apparent progress to correct the issues listed on the Condition Notice. No Ferry Permit was issued by this office.

[REDACTED]

Erik Lee – ASI, SO-19

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION AIRCRAFT CONDITION NOTICE (See Privacy Act Statement on Reverse)		Date 08/05/2018
Registration number N79HP		Place of Inspection FXF.
Serial number 335-0047	Make Cessna	Model 335
NOTE. 1. The items listed below (☒ are) (☐ are not) considered to be an imminent hazard to safety. 2. Operation of the aircraft prior to correction (☒ will) (☐ will not) be contrary to pertinent Federal Aviation Regulations. 3. A Special Flight Permit (☒ will) (☐ will not) be required to be issued prior to operation if corrective action has not been taken. 4. A Special Flight Permit may be obtained from the office named below.		
- Multiple Fasteners Missing - Entire Aircraft Has Exfoliation Corrosion - Both Ailerons Have Excessive Play/gratch - Elevation Cable Tensions Incorrect - Right Spinner Cracked with Exfoliation - Unknowns Repair to RH Wing Tip Fuel Tank - Rudder Fairing Cracked with Improper repair - Left Exhaust Cowling Area Cracked & Exfoliated - Left Engine Mounts Sagging - It Appears The Aircraft is in Maint Please Call me in my office to discuss this aircraft		
The owner/lessee copy of this form was ☐ mailed ☒ delivered.		
Insp		
Minuteman, PL		
FAA Form 8620-1	District 19 19 (3-77) FORMERLY FAA FORM 8320-4 AND FAA FORM 8320-7	