

Todd Gunther

From: Garcia, Juan (FAA) [REDACTED]
Sent: Wednesday, November 16, 2022 3:04 PM
To: Gunther Todd
Subject: FW: AN-2 Cuban registration

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FYI

Juan Carlos Garcia
Aviation Safety Inspector
Principal Maintenance Inspector
FEDERAL AVIATION ADMINISTRATION
FSDO-19
[REDACTED]

Miramar, FL 33027
[REDACTED]

From: Luis Hernandez [REDACTED]
Sent: Wednesday, November 16, 2022 1:35 PM
To: Garcia, Juan (FAA) [REDACTED]
Subject: AN-2 Cuban registration

Inspector Garcia;
here is the statement that you ask me for.

On Monday November 14, 2022, about 13:06 local time I take off from KTNT airport with the intent to reposition the airplane under custody from United States Customs as a Subcontract Pilot under Risk Mondial contract with DOJ, the intend destination KFXE, after a few minutes on the flight I notice that the engine was blowing more smoke that normal at that point I continue the flight over a canal with a levy on the east side of the canal, around 13:25 the engine start losing power to the point the speed and the altitude start decreasing about 13:30 I align the airplane with the levy and touch down as a normal landing, due to the narrow levy when we were about to get the tail in the ground the airplane turn to the left out of the levy I was unable to get it back in the levy, the airplane roll down to the swamp area where it flip when it got in contact with the water at a very slow speed, after the airplane flip on the back. I turn all electrical before we exit the airplane, I have onboard a person that help me since the switches and panel all were in Russian she help to translate and identified all switches as need it for the intend flight.

Luis Hernandez

Please let me know if you need any other information

Todd Gunther

From: Garcia, Juan (FAA) [REDACTED]
Sent: Wednesday, November 16, 2022 3:04 PM
To: Gunther Todd
Subject: FW: Maria statement AN 2

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FYI

Juan Carlos Garcia
Aviation Safety Inspector
Principal Maintenance Inspector
FEDERAL AVIATION ADMINISTRATION
FSDO-19
[REDACTED]

Miramar, FL 33027
[REDACTED]

From: Luis Hernandez [REDACTED]
Sent: Wednesday, November 16, 2022 2:36 PM
To: Garcia, Juan (FAA) [REDACTED]
Subject: Maria statement AN 2

Inspector Garcia,
Good afternoon

Kindly find my statement as per follows

On Monday nov 14th 2022, around noon I was in KTNT giving the translations of the cockpit signs and switches to the pilot. It was in Russian.

I was on board the airplane; it was an engine malfunction, so the pilot landed in a narrow levy at the everglades. It was a smooth landing until the airplane turned sideways to the left and it stopped in the swamp.

Let me know if you need further information.
Thanks, kind regards

Maria



MEMORANDUM FOR RECORD

Todd Gunther
Air Safety Investigator
Eastern Region

Date: 12/06/2022

Subject: Information Provided by Luis Hernandez (Pilot)

NTSB Case Number: ERA23LA058

According to Mr. Hernandez, he had been flying for the contractor for years and the contractor had asked him to fly the airplane from Dade-Collier Training and Transition Airport (TNT), Miami, Florida, to Fort Lauderdale Executive Airport (FXE), Fort Lauderdale, Florida.

He traveled to TNT about a week before the accident and made sure there was fuel in the airplane and oil in the engine. He then ran the engine up.

He then came back on another day, and cancelled the flight as the wind was at 15 knots, and when he looked at the Pilot's Operating Handbook (POH), there was a 7 to 10 knot crosswind limitation.

On the day of the accident, He met the contractor at FXE, and they and traveled to TNT. He started the engine, then took off from runway 9, flew over a levee, and was cruising at 600 feet. 15 minutes after takeoff he realized he was going to have to land on the levee as the engine began to blow more smoke than normal and was losing power. At 200 feet, he lost power completely and after landing on the levee, the airplane went off the side of the levee and nosed over.

When asked about the preflight, Mr. Hernandez, advised that he had preflighted three times (once each time he had traveled out to TNT). When asked if he used a checklist each time he responded no, just used common sense.

When asked about the POH he used, he advised that it was in Spanish, but the airplane was labeled in Russian, so Maria (his copilot) translated what the labeling in the cockpit said.

The POH also had speed listed in miles per hour, but the airplane was marked in kilometers per hour, and they only had pieces of the POH that were sent by a friend in Argentina, and Mr. Hernandez did not know if it was an "official" POH.

When asked about the runups, he advised that after startup with the inertial starter, he had let the engine stabilize, then increased the rpm, built up pressure for the pneumatics, checked the magnetos, and flight controls.

When asked if everything was working correctly, he advised that the cylinder head temperature gauge did not work. When asked when he noticed that it did not work, he advised that it was on the very first runup.

When asked if he had the cowl flaps in the open position, he advised that he might have had them closed. When asked how they were operated on the airplane, he could not remember.

When asked about the oil cooler and where the switch was located to open and close the louvers for it, he did not remember anything about an oil cooler.

When asked about the oil temperature, he believed that it might have been indicating "High Green."

When asked about his experience with radial engine airplanes he advised that he had about 500 hours of radial engine time, but he had only flown an Antonov about 30 years prior to the accident and he did not remember everything about it.