

May 4, 2014

To: Gabrielle Rotunda

From: John Odom

Per your request I am providing the following statement as a follow up to our conversation over the phone:

On the morning of April 26th I along with Mary Ellen Gelberg awaited Mr. Bahman Sadeghi's arrival in N300ET to pick us up at Miami Opa-Locka airport. . The aircraft arrived at the FBO at approximately 10:00AM. We greeted Mr. Sadeghi and after a brief refueling we boarded the aircraft. Mr. Sadeghi indicated he would put minimal fuel aboard for the next leg of the flight, as fuel was available at Spruce Creek. We departed Opa-Locka at approximately 10:40AM with Mr. Sadeghi piloting the aircraft. Mr. Sadeghi asked if I would like to communicate with the radio and I said yes. The Weather was good visibility en route and at destination. During the flight Mr. Sadeghi performed performance and various navigation input to the flight data system. Mr. Sadeghi pointed out the aircraft landing performance for the required landing distance at Spruce Creek. Upon approaching Spruce Creek, Mr. Sadeghi assumed the radio calls to the Spruce Creek area aircraft traffic. The landing was on runway 23, left traffic. The aircraft lined up initiated final approach for landing on Runway 23. Approaching the end of runway 23, the aircraft did not settle over the numbers but continued down the runway. Viewing the runway ahead I said go around, but we proceeded to land approx 1/3 the way down the runway. Mr. Sadeghi braked the aircraft but the remaining runway was not sufficient to allow the aircraft to stop prior to the end of the runway. The aircraft tracked down the center of the runway with wheels braking. As soon as the aircraft exited the runway and touched the grass area, braking was no longer effective and the aircraft entered the water pond. Mr. Sadeghi opened the door after checking on the status of the health of his passengers we indicated no injuries. We were assisted in the water by various citizens that were on scene. We individually provided all contact information to the local law enforcement agency. Viewing the wind sock after a few minutes, I noted that it was almost hanging down completely free of any wind. Mr. Sadeghi indicated that he made the decision not to abort as that an abort would not be a safe procedure at the point in landing.

John Odom

[REDACTED]
[REDACTED] Tel.

FAA Private Pilot Certificate [REDACTED]

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 11:25 AM	DATE 05/02/2014
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
John Paul Odom, Tel [REDACTED]			
Passenger in Cockpit C525B			
SUBJECT Cessna C525B Incident N300ET on 04/26/2014			
DIGEST			
On 05/02/2014 at 11.30am via telephone Mr. John Paul Odom stated that him and his cousin Mary Ellen Harris-Gelberg, were picked up by the pilot, Mr. Sadeghi, at Opa-Locka airport and flown to Spruce Creek airport. Mr. Odom is rated as a private pilot in Airplane Single Engine Land and Sea, Airplane Multi Engine Land, C525 SIC Privileges only, Instrument Airplane and Rotorcraft-Helicopter. Mr. Odom sat in the copilot seat during the flight and performed some SIC duties, such as handling radio calls with ATC from Opa-Locka to the Daytona Beach area. He recalled that Mr. Sadeghi handled the radio in the local area of Spruce Creek. Mr. Odom described that is was a clear day with little or no wind. Other airplanes also used runway 23. The landing profile looked normal and the airspeed was not too fast. Mr. Odom recalled that the pilot, Mr. Sadeghi landed long, the airplane did not settle on the numbers, touched down about one quarter down the runway and rolled slowly through the grass into the pond. Mr. Odom recalled that the brakes did not work in the grass. He did not see any runway signs next to the runway, he remembered calling out a "go around" to the pilot when he suspected that there was not sufficient runway left to land on. There was no response from the pilot. When he questioned the pilot about it later, he was told that it was too dangerous to go around at this point.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 05/02/2014	TITLE ASI	SIGNATURE [REDACTED] GABRIELE ROTUNDA	

DIGEST (CONT.):

Mr. Odom stated that the pilot checked the fuel load and runway length at the onboard computer before departing Opa-Locka airport. No arrangements were made about payment for this flight.

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 11:10 AM	DATE 05/02/2014
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Mary Ellen Harris-Gelberg, Tel [REDACTED]			
Passenger in C525B			
SUBJECT Cessna C525B Incident N300ET on 04/26/2014			
DIGEST On 05/02/2014 at 11.11am via telephone Mrs. Harris-Gelberg stated that she sat as a passenger in the middle of the passenger section during the flight on Saturday, April 26, 2014. After touchdown she noticed gravel on right side and then the airplane was in the water. She did not experience any injuries and exited safely out of the water with the help of local people. She stated that her cousin John Odom sat next to the pilot in the cockpit. No arrangements were made about payment for this flight.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 05/02/2014	TITLE ASI	SIGNATURE [REDACTED] GABRIELE ROTUNDA	