



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: June 12, 2018
Person Contacted: Robert Dean
NTSB Accident Number: ERA17FA231

Narrative:

Mr. Robert Dean, owner of Dean International, Inc., was contacted by phone on July 6, 2017, at 0903 EDT. He was called at [REDACTED] He indicated that the school's address is 14150 SW 129th Street, Miami, Florida. He was advised that I was assigned to investigate the accident and I asked him to secure the maintenance and pilot training records.

He indicated that the accident pilot lives with other pilot's from Nigeria, and he received the training for his private pilot certificate with his company. He was in the process of training for his instrument rating, and planned to get training for his commercial pilot certificate with his company.

Mr. Dean indicated that it is his policy to require 2 people to fly at night.

He provided the following timeline:

July 1, 2017 – The accident pilot flew with Job Wachira (CFI of his flight school) between 1600 and 1800 EDT. Job's contact is [REDACTED] The CFI waited in the building until 1800 but the accident pilot did not come into the building.

At 2050 EDT, the accident pilot departed Miami Executive Airport (TMB) and flew to the southwest. At 2117, the airplane went down.

July 2, 2017 – He thought the airplane was "stuck somewhere", and was not on their ramp. The accident airplane was scheduled to be flown by someone else.

July 5, 2017 – Robert Dean reported the missing airplane and a search was initiated.

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



RECORD OF CONVERSATION

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Sr. Air Safety Investigator
Eastern Region

Date: June 12, 2018
Person Contacted: Robert Dean and Job Muriithi
NTSB Accident Number: ERA17FA231

Narrative:

Mr. Job Muriithi and Mr. Robert Dean, of Dean International, were contacted by phone on July 6, 2017, at 1036 EDT. They were called at [REDACTED] Mr Dean provided an e-mail address of [REDACTED] and Mr. Muriithi provided an e-mail address of [REDACTED]

At the beginning of the phone call they were 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. They were also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; they agreed to the interview without representation.

Mr. Dean was asked to make 2 copies of the airframe logbooks from day 1, the engine logbook from engine overhaul forward, propeller log, and Airworthiness Directives (AD) List, to be available on July 7, 2017. That date was because NTSB planned to visit his facility. He indicated he would make sure that would happen.

Mr. Muriithi indicated he is from Kenya, and his date of Birth is [REDACTED] He was issued a 2nd class medical certificate with no limitations on August 27, 2012. He began his flight training in 2013, at Aerosim Flight Academy in Orlando, Florida. He got all ratings from them, and began at Dean International in September 2015, as a flight instructor. At Dean International, he is approved to teach in Cessna 152, Cessna 172, and Piper PA-28R. He has about 1,000 hours as a CFI, and about 700 hours as an instrument instructor. He has about 1,500 hours total time. Since arriving at Dean International, he has instructed about 250 hours. 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. He also holds a flight instructor certificate with airplane single engine, and airplane multi-engine ratings. It was issued March 27, 2017. He

last renewed his flight instructor through an on-line course. He only holds a U.S. issued pilot certificate.

Mr. Robert Dean indicated he has 45 instructors, and Job is a Sr. instructor. He operates Part 61/141, but Job is not a Part 141 instructor. He also operates 50 airplanes.

Mr. Muriithi indicated he was not Mark Ukaere's instructor for his private pilot certificate, but was conducting his instrument training. Including the flight with Mark on July 1, 2017, he had flown about 10 flights totaling about 13-14 hours. His previous flight with Mr. Ukaere was on June 29th.

Mr. Muriithi provided the following timeline for July 1, 2017 –

He planned to conduct an instrument cross country flight with Mark Ukaere. Mr. Muriithi arrived at KTMB between 1550 and 1600 EDT, and N49453 was available because of a "no show." He made a flight plan, and checked the weather, but because of weather, decided not to go on the cross country but decided to fly locally. They walked out to the airplane, performed a preflight inspection, departed to the southwest between 1600 and 1615, and flew to Homestead General Airport where the student performed an RNAV approach to runway 10, circle to land runway 28, which terminated with a low pass. The student departed to the northwest, and performed unusual attitudes, talking with Miami Approach control. The student then performed 3 approaches to runway 9R at TMB. The 1st two approaches terminated with low passes, and the final approach concluded with an uneventful full stop landing between 1745 and 1800 hours, logging 1.6 hours. The airplane was parked on the ramp and he told the student to tie down the airplane. The time was written down on the company paperwork, but Robert Dean indicated that neither pilot brought in the book/bag into the business. He (Mr. Muriithi) walked to the business, and walked straight through the building to a car with his friends who were waiting for him. He did not wait for the student to return. When he last saw Mr. Ukaere, he was still outside on the ramp and was going to tie down the airplane. Mr. Muriithi indicated that Mr. Ukaere did not mention anything to him about his intention to fly the airplane later. He was asked what the ending hour meter was and he could not recall.

Mr. Muriithi was asked if they performed a procedure turn at HOLMU for the RNAV 10 approach to X51, he indicated they did. He was also asked if there was anything wrong with the airplane, its systems, engine, or flight instruments during the 1.6 hour flight and he said no. He was asked about Marks demeanor, and he said it was normal. He did not notice anything abnormal.

Messrs. Dean and Muriithi were asked about how the airplane was equipped and he said it had a Garmin 430.

Mr. Dean indicated that they had personnel (dispatchers Beatriz Riveron and Alan Hidalgo) in the business until 2000 hours on July 1, 2017.

Mr. Dean indicated that their security cameras captured the flight instructor walking into their building at 1759 hours local, and walk through the door outside. Their cameras which have a

view of the ramp depicted the airplane being fueled at 1800 hours by Signature. The airplane was then observed taxiing out, departed from TMB, and returned to TMB. The airplane was topped off again by Signature at 2029. According to information from the tower, Mr. Ukaere called the tower at 2050, for a southwest departure. Based on the security cameras, it could not be determined how many were on-board when the flight taxied out for the 2050 departure. He indicated that the flight departed runway 9R at 2050.

Mr. Dean indicated the airplane was scheduled next for a flight on July 2nd. Their dispatchers did not account for Mr. Ukaere not returning. Mr. Dean asked Mr. Muriithi if he told the front desk (dispatchers) that he and the student were done for the day, since they had the airplane scheduled for a cross country flight the entire day, he replied he did not.

With respect to nighttime procedures for Dean International, Mr. Dean indicated that he requires:

1. A student to send him a text message to him directly indicating what he/she intends to do, and the name of an approved second pilot who is current. Mr. Dean will then review the weather (radar), and verify both pilot's have 10 hours of instrument instruction.
2. A text message from the pilot with a picture of that person and the safety pilot next to the plane.
3. After looking at the weather, and intended flight duration, he would give a text authorization.

Mr. Muriithi provided Mark's cellular phone number of [REDACTED] With that number, Mr. Dean was asked if he received a text from that number that night requesting to fly locally after flying with the flight instructor. He checked his text messages and phone messages and confirmed he did not get any phone call or text from that number on July 1, 2017.

Mr. Dean confirmed that he did notify his insurance company by an e-mail. He advised that an adjuster had not yet been assigned, but Deannes Rowedder is his typical adjuster.

Mr. Dean was asked to submit to NTSB a timeline of events of company personnel between July 1, 2017, and the beginning of the phone call.

The digest was e-mailed to Mr. Dean and Muriithi for review on July 11, 2017, at 2215 EDT. Mr. Dean replied on July 12, 2017, at 1357 EDT with, "Good morning Inspector Monville, I have read the report and concur with it to the best of my recollection. Sincerely. I. Robert Dean." Mr. Muriithi replied on July 17, 2017, at 1219 EDT with, "I have read the report and find it true to the best of my recollection. Job Wachira."



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Eastern Region

Date: June 12, 2018
Person Contacted: Robert Dean
NTSB Accident Number: ERA17FA231

Narrative:

Mr. Robert Dean, owner of Dean International, Inc., contacted NTSB by phone on July 6, 2017, at 1859 EDT. He called from [REDACTED]

He indicated that he would not have let Mark to fly solo at night. He indicated that Mark had asked earlier that day 2 pilots to fly with him (Konstantina) and Nikko. Konstantina said she was too tired, and Nikko asked Mark if he needed someone to fly with him but Mark said he had found someone to fly with him.

The digest was reviewed with him during the call and he agreed with the content. He was requested to provide written statements from both pilots.



RECORD OF CONVERSATION

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Sr. Air Safety Investigator
Eastern Region

Date: June 12, 2018
Person Contacted: Ambrose Obaseki
NTSB Accident Number: ERA17FA231

Narrative:

Mr. Obaseki was contacted by phone on July 19, 2017, at 1459 EDT. He was called at [REDACTED]
[REDACTED] He provided an e-mail address of [REDACTED]

He indicated that the pilot was living in his apartment at [REDACTED] Miami, FL,
[REDACTED] He indicated the pilot's father is from Nigeria and can be reached at [REDACTED]
The pilot's girlfriend is Mercy, who lives in NJ, and whose phone number is [REDACTED]
The U.S. contact Power of Attorney is Paul who can be reached at [REDACTED]

He indicated that he (Ambrose) was not home on July 1st. He saw Mark last on June 30th between 2000 and 2100 EDT before going to bed. At that time Mark was in good spirits and there were colleagues in their place. Mark was talking about getting his instrument rating then his commercial pilot certificate then planned to go home. He was always happy, never drank or smoked, and was in very good health. He indicated that on the date of the accident between 2000 and 2100 EDT, Mark and Mercy communicated with each other.

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



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: June 12, 2018
Person Contacted: Mercy Akinyemi
NTSB Accident Number: ERA17FA231

Narrative:

Ms. Mercy Akinyemi was contacted by phone on July 19, 2017, at 1515 EDT. She was called at her cellular phone number of [REDACTED]. She provided an e-mail address of [REDACTED].

She indicated that she is not a pilot and not familiar with aviation. She has known Mark Ukaere (Mark) since November 2016. She currently lives in New Jersey, but at the time of the phone call was in Miami. She plans to return to NJ on July 20, 2017.

She indicated that her and Mark did "WhatsApp Messenger" video calls 3-4 times a day, or a lot.

She indicated that before June 30th, when she and Mark were communicating, he would tell her about a planned flight, but the flight instructor would not show up. He indicated to her that because of that, he was losing money. Sometimes during their call, he would ask her to hold, and he would attempt to call the instructor, or would text him/her to find about why he/she was not present, but the instructor would not respond. That would make him mad.

She provided the following timeline for:

June 30, 2017 – He was happy and they communicated several times.

July 1, 2017 –

She was aware that Mark had planned a cross country flight with his instructor. They talked for a couple of minutes at 1356. Later that day at 2004 and then again at 2005, while she was on the phone, he attempted to do a video call with her using "WhatsApp Messenger." After seeing the 2nd missed video call from him using "WhatsApp Messenger", she ended the call that she was

on, and at 2006, she made a video call to him using “WhatsApp Messenger.” At that time, he was in the cockpit of the airplane and had just landed. She asked him why he was flying solo, to which he responded he flew by himself because his flight instructor did not “come through.” While remaining on the video call with him, she heard him communicating with the tower, but she could not hear the tower communication because Mark was wearing a headset. She took a screenshot of her phone while they were talking, which was taken at 2017. She remained on the video call with him while he taxied to the ramp, then heard him call out of the window to have the airplane fueled. He remained inside the airplane while it was fueled and filled out the log. He told her that he had 1 more hour to go, and that he did not want to lose that hour flight time. She asked him about flying that hour the next day, and he said if he didn’t go tonight he would lose that hour. She remained on the “WhatsApp Messenger” call with him during the subsequent engine start, taxi, and takeoff. After getting airborne because it was night, she told him he needed to concentrate. He told her “Love you Babe, will call you when I get back.” The call then immediately ended, and she immediately sent him a text at 2112, indicating “[Please be] safe hon.” He did not reply. She sent another text message at 2116 indicating, “Am worried [you] had to fly at night”, he did not reply. She did not receive any further communication from him, although she expected his call after he would have landed.

July 3, 2017 – She attempted to get in contact with him several times, there was no reply

July 4, 2017 – She attempted to get in contact with him several times, there was no reply

July 5, 2017 – Ambrose Obaseki called Dean International and reported he had not returned. She too called Dean International and was initially told there wasn’t a student by that name at the school. Having an uneasy feeling about the school’s answer, she called again, and was told they would have Mark call her when he returned. She subsequently “Googled” his name and learned of the airplane accident in the Everglades.

During the interview at 1613, the time displayed on her phone agreed with the time displayed on the NTSB’s issued cellular phone.

To confirm, she remained on the “WhatsApp Messenger” video call with Mark from 2006, when he was in the airplane and had just landed, until the call abruptly ended about 2112, while the flight was airborne.

She was asked to obtain a call log for all calls to and from her phone on July 1, 2017, and provide this to the NTSB. She advised she would.

The digest was e-mailed to her for review on July 19, 2017, at 2015 EDT. She replied on July 27, 2017, at 1832 EDT with, “Thank you so much for the information. And yes I have called my phone company for the info on call log. Also the mail was accurate.”