

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 10:00 AM	DATE 07/07/2017												
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Robert Dean		ROUTING <table border="1"> <tr> <th>SYMBOL</th> <th>INITIALS</th> </tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>		SYMBOL	INITIALS										
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SUBJECT N49453 Accident/Fatal															
DIGEST I arrived at Dean Aviation as coordinated by Tim Monville (NTSB) to pick up copies of the aircraft records for N49453 and to interview Mr. Dean. Upon arrival, Mr. Dean invited me into a private room where he handed me copies of the student Mark Ukaere's records. After reviewing the records I had asked Mr. Dean if he had contacted Mr. Ukaere's parents to inform them of the accident and he had not. I also began questioning Mr. Dean why he had waited so long to contact the FAA or local law enforcement about the missing plane/student? He advised me that he had tried to call the students phone numerous times to no avail and thought that the student was stuck someplace like Gainesville on his instrument cross country flight. I then said: did you try and call the instructor? and I could see he was visibly taken aback. he said no..... I then said, why wouldn't you call the instructor because Mr. Ukaere can't fly alone on an "instrument cross country", again, he had no answer. I then asked did the flight instructor "NOT" come in at all Sunday thru Wednesday? again, no answer. I asked how is it a student can take the airplane "can" without question, when it is very difficult to even get maintenance logs? he said that the instructor walked in CONCLUSION, ACTION TAKEN, OR REQUIRED I discussed these events with NTSB investigator, Tim Monville and also with special agent Rick Buczek.															
DATE 07/07/2017		TITLE ASI/ Anthony Saavedra													

after his flight with Ukaere and didn't realize that the student was not behind him. (this does not make sense) Mr. Dean then said that his company inventories his airplanes on the ramp and the aircraft cans every night before they close and every morning when they open. I said, "I guess your procedures have failed then" he asked why?,, I said because if they were in fact taking inventory then they would have noticed the plane missing more than once.

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 9:00 AM	DATE 07/17/2017
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION CFI Job Wahira		ROUTING	
		SYMBOL	INITIALS
ASI Tim Jensen - witness			
SUBJECT Interview with CFI Job reference his student Mark Ukaere			
DIGEST CFII Job Wachira came into the FSDO office today as requested to clear up some inconsistencies with the stories we have received regarding his deceased instrument student Mark Ukaere. (I was accompanied by Tim Jensen during the interview). Mark Ukaere was a Part 61 Instrument student from Nigeria here on an M-1 Visa. Prior to flying with CFI Job, Mark flew with CFI Francis Tenison but, after Francis received his MEI rating he primarily only flew with multi students. Mark flew approximately 10 flights with CFI Job. CFI Job indicated that Mark only needed to complete his instrument cross country flight and a total of about 6 hours to sit for his check ride. On the first and only flight that CFI Job flew with Mark on July 1, 2017 he indicated that they practiced approaches and holding at X51. Job indicated that he did not fly N49453 more than about 5 times however, when asked if all of the instruments were operating properly, he had informed us that the attitude indicator was off by 3 degrees to the right but, he never wrote that up in the maintenance discrepancy report. This was different than the story he told NTSB Investigator Tim Monville, whereas he informed the NTSB that there wasn't anything wrong with the instruments.			
CONCLUSION, ACTION TAKEN, OR REQUIRED 			
DATE 07/17/2017		TITLE ASI - Anthony A. Saavedra	

DIGEST (CONT)

When asked if Dean students/ CFI's can file discrepancy reports the answer was yes however, off the record, Job noted that the maintenance was sub-standard and also says that they have downed aircraft in the past only to find the aircraft back on the ramp with the problem not fixed but, the discrepancy report was signed off saying it was fixed. Job also indicated that if there is a small problem with aircraft they will typically just walk over to the maintenance department and verbally tell the mechanics of the issue without writing it up.

Typically the student fills out the dispatch form and obtains the keys to the aircraft, unless that person is only a "student pilot" then the CFI must get the keys. In the case of Mark Ukaere on July 1, 2017, CFI Job obtained the keys to the aircraft however left the airplane can with mark after their flight and subsequently left the airport, without even completing a post flight brief, or signing Mark's logbook for the training they just completed.

CFI Job received all of his training and certificates/ratings from Aerosim in Orlando prior to coming down to South Florida and teaching at Dean Flight School. CFI Job only teaches Part 61 students.

When asked if CFI Job returned to the school after the accident on July 1st he indicated that he in fact did fly with students on Monday, Tuesday, and Wednesday, July 3-5, 2017.

When asked if he was seen by Mr. Dean or Assistant Chief Wesley he said that he didn't remember if he saw Mr. Dean but, does remember seeing Wesley.

When asked if the school had his contact information, he indicated it was school policy to provide and update all contact information ASAP.

When asked what the policy is on seatbelt usage, he says they are required to wear them. When asked if the aircraft had fire extinguishers or life vests in the aircraft he indicated No.

When asked if they allow students to take "selfies" while flying? He indicated YES. I then asked if he thought this was smart/safe and he thought it was acceptable.

When asked simple CFI questions, like what type of syllabus do you teach from and about the "IMSAFE" method, and numerous other basic questions, CFI Job was dumfounded.

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 9:00 AM	DATE 07/17/2017
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION Meeting with Job Wachira, Inspector Anthony Saavedra and Inspector Timothy Jensen		ROUTING SYMBOL INITIALS	
SUBJECT Crash of N49453- Flight Instructor Interview			
DIGEST Job Wachira, Inspector Anthony Saavedra and Inspector Timothy Jensen were present. Job Wachira was the flight instructor of the student whom crashed and died the weekend from 7/1/2017. Job got Mark Ukarae last month after Mark obtained his Private Pilot certificate. Mark flew with another instructor, Francis Tennison before, but got too busy with Multi-engine students to fly with single engine students. Job flew with Mark approximately 10 times prior to the accident. Inspector Jensen asked Job what syllabus did they use? He said they use the ACS. I asked if the ACS was a proper teaching tool and he responded what's a syllabus. They were training under Part 61. Inspector Jensen asked Job, what are the building blocks of learning and he answered he didn't know. Inspector Saavedra asked if he know what he needed to prepare for flight, hinting at IMSAFE, 3P, DECIDE, and other risk management type acronyms and the flight instructor didn't know or didn't understand the question. Inspector Saavedra asked about N49453, were there any squawks or tendencies this particular aircraft had. Wachira said the Attitude indicator was off by 3° to the right and the aircraft only had one radio. He was asked if this was written up or was this acceptable for this aircraft. He said it was within tolerances. Inspector Jensen asked what are the tolerances of the gyro instruments upon start-up and Wachira said erect within 5 minutes.			
CONCLUSION, ACTION TAKEN, OR REQUIRED The flight instructor needs to be re-examined (USC 44709) for knowledge due to his answers in the interview about general topics a working CFI should know.			
DATE 07/18/2017	TITLE Aviation Safety Inspector	[REDACTED]	

DIGEST (CONT)

The full text of the inspector statement is attached.

Inspector Timothy Jensen Statement from 7-17-17 Meeting with Job Wachira

Job Wachira, Inspector Anthony Saavedra and Inspector Timothy Jensen were present.

Start time was approximately 9:20am

Job Wachira was the flight instructor of the student whom crashed and died the weekend from July 1-July 5.

Job got Mark last month after Mark obtained his Private Pilot certificate. Mark flew with another instructor, Francis Tennison before, but got too busy with Multi-engine students to fly with single engine students. Job flew with Mark approximately 10 times prior to the accident.

I asked Job what syllabus did they use? He said they use the ACS. I asked if the ACS was a proper teaching tool and he responded what's a syllabus.

They were training under Part 61.

I asked Job, what are the building blocks of learning and he answered he didn't know.

Inspector Saavedra asked if he knew what he needed to prepare for flight, hinting at IMSAFE, 3P, DECIDE, and other risk management type acronyms and the flight instructor didn't know or didn't understand the question.

Inspector Saavedra asked about N49453, were there any squawks or tendencies this particular aircraft had. Wachira said the Attitude indicator was off by 3° to the right and the aircraft only had one radio. He was asked if this was written up or was this acceptable for this aircraft. He said it was within tolerances.

Inspector Jensen asked what are the tolerances of the gyro instruments upon start-up and Wachira said erect within 5 minutes. Jensen and Saavedra then asked was the aircraft airworthy, he then said yes and then no. He was counseled if an aircraft is not airworthy to write it up.

Wachira was asked what the procedure was for handing discrepancies at Dean International. They write it up in dispatch on a white piece of paper, put it in a binder and someone from maintenance comes and takes the sheets with the squawks. Sometimes they fax the squawks to maintenance. Wachira was asked if there were instances where squawks were written up, not fixed, and returned to service. He said it didn't happen very often.

Dispatching aircraft was when the flight instructor would ask for the POH and the keys for the student if the student was a pre-private pilot. Otherwise, the student could go to dispatch and ask for the book and keys.

Mark didn't fly in the morning but reserved the aircraft. The student and the instructor flew one time that day. He was asked if they had multiple flights but said no. They were going to do a cross country but the weather was not good enough so they did a local flight. They practiced holds at the RNAV 10 Homestead general and approach to circle 18, unusual attitudes and then did approaches at TMB.

Saavedra confirmed the flight instructor's address and in reviewing his documents; the instructor temporary certificate was about to expire. The instructor never changed his address and never received his plastic certificate.

Wachira then talked to us about dispatching the aircraft. He (the instructor) had the keys to the aircraft and checked out the aircraft that day. After the flight, the instructor got off the aircraft and left the student to post flight the aircraft (ie hobbs/ tach.) The instructor then left the airport. There was no post brief, no signing of the student's log book. The instructor was asked about his student's records, how do you keep track? He said he didn't. He was asked if he wrote anything down, he didn't only the endorsements of those whom he signed off for checkrides and those going solo.

The instructor was asked to rate Mark as a pilot in terms of being ready for a checkride, he said 6 out of 10. He was also asked how much more training Mark needed to finish his instrument rating. The instructor said including that day's planned cross country Mark would have needed another 6 hours. It would be after the cross country, they would have planned out the rest of the flying schedule.

The instructor was then asked after dispatching the aircraft and signing out the POH, how do they keep track of people when they are overdue or at night. He said if anyone was stuck they would call the CFI, the front desk, the owner and let someone know.

Mark Ukarae took off July 1 and wasn't found until July 3, and he didn't hear from his student, wasn't that strange? He said no. The instructor did three flights on July 3, dual local instrument flights only. Students would sign out the POH and in other cases the instructors would take the keys.

July 4, Did you keep records, no. Flew Tuesday but only instrument flights.

July 5, He flew with some of the same students, he saw Wesley (Assistant Chief) and Robert Dean (Chief Flight Instructor) is generally there everyday. Wachira said he has both of their phone numbers.

He said the procedure was if anyone moved, got a new certificate, new medical, update the contact information with Dean International.

Wachira said he only teaches Part 61 students. When he was hired he flew with a more senior flight instructor at Dean International and then later flew with Robert Dean for the final instructor checkout. He said they were drug tested when they were hired.

Wachira was asked if he checks the seatbelts on the students and if he wears them, he said yes. He was also asked about seatbelt usage and he said he double checks and follows the rules.

Wachira was asked about cell phone usage, and said there is no set policy. He was then asked who is flying the aircraft and what was the purpose of using the aircraft; to learn how to fly or to take selfies. He then said using the cellphone for selfies is not a problem unless you are flying solo.

Wachira was asked what he thought about the accident and his response was it was unfortunate.

Wachira was asked if there was any informal discussion or formal discussion at the school. He said there was a mandatory meeting July 18, 2017 11am at Miami Dade College; all hands meeting (students and instructors.)

Inspector Jensen then asked Wachira if he was a paid instructor as a contractor or as an employee, and he stated he was a contract flight instructor. He was then asked how he was a permanent resident and his mother obtained his green card for him when he was a child.

Wachira said he obtained his instructor and flying ratings at Aerosim Flight Academy (Orlando, FL) and he did no flight training at Dean International. Inspector Saavedra asked him why he chose to work at Dean. Wachira said he liked living in Miami and that it was convenient and that is why he moved from Orlando.

Inspector Jensen asked Wachira how much he was paid and he said \$22/ hour flat rate and he was typically billing 5-6 hours a day. Wachira said he had about 10 students (4 private pilot and 6 instrument students.) He typically did not teach ground instruction and that function was left to another instructor. He did some ground instruction but typically it was mostly the instruction for finishing up flight ratings.

Wachira was asked why did the student switch? The other instructor moved onto teaching in the multi-engine and the other instructor wanted only multiengine students. Most instructors at Dean need 500 hours of Dual instruction

given prior to moving into teaching in the multi-engine aircraft. Wachira then mentioned he had about 1500 hours and 52 hours of multiengine and had about 1200 hours of dual given.

Inspector Jensen asked him what his pass rate was with his flight students, and he said it was about 50% and he had more than 100 sign offs for checkrides.

Wachira said all of his students were Part 61 all the way through the program, ground school was offered and the students are supposed to go but there is no guidance to the students; so the students don't typically go.

Mark Ukaere only received flight instruction from Job Wachira, no ground training. They were planning their cross countries to the North and South. One option was for them to go to SUA and FMY, but the weather was unfavorable. The South option was MTH and SUA. (The weather conditions flying in that direction was considered poor too, so no cross country flight took place.)

Wachira was then asked about the safety equipment on the aircraft, flotation devices, fire extinguishers and said there wasn't any and the flotation equipment was not required per FAR Part 91.205. He was then asked how they were planning to go to MTH and Wachira said they fly the V-7 airway. (There is no V-7 airway.) Wachira was asked how high they fly to MTH and he responded saying approximately 4-5000 feet. Inspector Jensen asked him what is the glide ratio of the Cessna 152 and was told by Wachira, about 1/2 mile per 1000 feet.

Wachira was then asked about how or why Mark crashed, and he responded the student crashed because of spatial disorientation.

Inspector Saavedra then asked was there any other buddy flying that day with Ukaere and Wachira responded he didn't know.

Wachira was asked about Ukaere's living arrangements. He said Ukaere was living with other Dean Students.

Wachira was asked how many times he flew in the accident aircraft, and he said approximately 5 times. He was then asked if there were any informal rumors or beliefs or unwritten problems with this aircraft, none.

Wachira was asked again what happens with the aircraft if there are discrepancies with the aircraft and he said he would go straight to maintenance for a loose screw but not write it up. If cowl fasteners were loose they would go get maintenance. If the aircraft was grounded, he was then asked if he got paid. Wachira then said he got paid for dual given.

Wachira was then asked about his written records, endorsements or anything about certificates and he didn't keep any old 8710's. He also said he did not have any type of records of training Mark except what was written in log books.

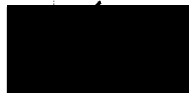
Wachira was asked about what he thought of the flight school, impressions, thoughts. Wachira said the maintenance could be better. An item would be squawked for maintenance, signed off by a mechanic, be returned to service but the item would not be fixed.

Inspector Saavedra asked if he knew whom Mark Ukaere was going to fly with next after they flew together that day, but he didn't know.

Inspector Jensen asked Wachira if all the flight instructors get paid, and he said some of the flight instructors are teaching but not getting paid but they work less. He didn't clarify because he didn't know. He was also asked if he had any names but he only said an instructor named Nabil (last name unknown) and it is thought he came from the UK.

Wachira said the school does not keep passports.

The meeting ended at 10:50am



7/18/2017

AVIATION SAFETY INSPECTOR