



MEMORANDUM FOR RECORD

Interview of Christen Diaz (CFI)

Peter Wentz
Air Safety Investigator
Eastern Region Aviation

Date: 6/9/2020 @ 1400 EDT

Person Contacted: Mr. Christen Diaz (Certified Flight Instructor (CFI))

Mr. Diaz's Representative: Alex Arteaga-Gomez (Grossman Roth Yaffa Cohen Law Firm)

FAA IIC: Juan Garcia

FAA Insp: Tim Jensen

The following is a conversation with Mr. Christen Diaz (CFI) employed by Wayman Aviation Academy, Hollywood, Florida.

Mr. Diaz stated he and a student were scheduled for a normal training flight about 0800, they both performed the preflight inspection together following the pilot operating handbook (POH) and noted no anomalies with the airplane. They started the engines and followed the taxi checklist while proceeding to the active runway, and departed North Perry Airport (HWO), Hollywood, Florida. He stated the take-off was normal and that he and the student were heading to the practice area on the west side of HWO. Mr. Diaz stated everything was normal until the airplane was about 6 miles west of HWO the right engines failed. After the engine failed, he followed the checklist by making sure the fuel selector was on, that the throttles, mixtures and propellers were full forward, then checked that the fuel pumps were on. Next, he stated they identified the dead engine and pulled the inoperative engine throttle back to idle and feathered the propeller on that engine. After feathering the inoperative engine, they closed the fuel selector valve. Mr. Diaz then stated he notified the HWO tower and made a turn back to the airport.

Mr. Diaz stated they he thought he could get the airplane back to HWO on one engine, but the operating engine didn't produce enough power to maintain altitude. He realized he wasn't going to make it back to HWO and decided to land on Pembroke Road. He notified the HWO tower again and aligned the airplane with the road. As they were descending to land, he stated that he didn't see any powerlines. He said that the operating engine felt weak, but he couldn't figure out why. He stated that he had flown this airplane in the past and had never had any issues while operating it with one engine.

The following questions were asked by FAA Inspector Tim Jensen

- **Mr. Diaz was asked what Wayman Aviation's checkout procedures for the Piper Seneca airplane was:** Mr. Diaz stated he received standardization training that consisted of ground and flight training of emergency procedures.

- **Mr. Diaz was asked how many hours he had flown the Piper Seneca before becoming an instructor:** Mr. Diaz stated close to 9 hours. He added that it was in his logbook as a PA-34 and that those hours were also kept with the flight school.
- **The FAA Inspector stated that he had reviewed Mr. Diaz's logbook and noted 7 instructional flights with students, his question was if those students were already multi-engine rated or were they receiving instruction to become rated in a multi-engine airplane:** Mr. Diaz stated those students were working on becoming multi-engine rated pilots.
- **Mr. Diaz was asked if the 7 flights were instructing the student involved in the accident:** Mr. Diaz stated it was the accident student and one other student.
- **According to the FAA Inspector, Mr. Diaz's logbook showed 11 hours of flight time between March 26th and April 30th and asked Mr. Diaz if those were instructional flights:** Mr. Diaz stated that the flights between March 26th and April 30th were standardization flights for the Piper Seneca.
- **Mr. Diaz was asked about a flight logged on April 23rd in the accident airplane (N887SP) for .5 hours, he was asking why the flight was so short:** Mr. Diaz stated he recalled having an issue with his lead instructor during the standardization flight, but it was not the .5 hours flight. He stated while on another flight while approaching Miami-Opa Locka Executive Airport (OPF) he and his instructor received warnings and returned to HWO, upon landing the instructor wrote up the issues for maintenance to check out.
- **Mr. Diaz was asked if they were the same issues as the accident flight or different issues:** Mr. Diaz stated they were warning lights for an unsafe landing gear.
- **Mr. Diaz was asked how a normal preflight discussion with a student go:** Mr. Diaz stated that he would meet with student and discuss they plans for the flight, where they were going to fly to and what training was going to take place. Then they would go out to the airplane and the student would preflight the airplane followed by the CFI preflight to make sure all checks were complete.
- **Mr. Diaz was asked if the CFI/student calculated the single engine performance climb, distance over a 50 ft obstacle and accelerated stop/go distance before departing HWO:** Mr. Diaz stated that they did not complete those calculations.
- **Mr. Diaz was asked if the flight was within normal weight limits for the flight:** Mr. Diaz stated that they didn't complete a weight and balance and that it would come later in the training during a ground school class.
- **Mr. Diaz was asked that once they experienced a loss of power at the 6 mile point, who was flying the airplane:** Mr. Diaz stated that he took over the controls after the loss of power.

The following questions were asked by FAA IIC Juan Garcia

- **Mr. Diaz was asked at what point did they initiated the turn back to HWO:** Mr. Diaz stated that once he saw that the engine didn't respond he started the turn back.
- **Mr. Diaz was asked if he tried to restart the engine:** Mr. Diaz stated that it was the flight school's policy and in the POH to not restart the engine below 3500 ft.
- **Mr. Diaz was asked if he initiated the turn back to HWO after securing the engine:** Mr. Diaz stated "no" He added that as he was returning, then he secured the engine.
- **Mr. Diaz was asked if he secured the engine while in the turn:** Mr. Diaz stated "Correct"
- **Mr. Diaz was asked when he noticed the left engine wasn't producing enough power:** Mr. Diaz stated he could tell the left engine was weak because the airplane wasn't holding attitude and was sinking.
- **Mr. Diaz was asked what power setting the left engine was on:** Mr. Diaz stated he had full throttle.
- **Mr. Diaz was asked if it was difficult to hold the airplane straight and level and did he need to add any rudder inputs:** Mr. Diaz stated he applied full rudder and 5° of bank angle.
- **Mr. Diaz was asked what the instruments on the left engine indicated:** Mr. Diaz stated they were all in the green and that's why he couldn't figure out why the engine felt so weak.
- **Mr. Diaz was asked if anything on the engine cowlings or wings showed signs of oil leaking from the engine:** Mr. Diaz stated, he couldn't see anything that looked like oil.
- **Mr. Diaz was asked to clarify when he secured the right engine:** Mr. Diaz stated that it was after making the turn back to HWO.
- **Mr. Diaz was asked to clarify if the right engine was feathered while in the turn:** Mr. Diaz stated that the right engine was not feathered while in the turn.
- **Mr. Diaz if the right propeller was windmilling while in the turn:** Mr. Diaz stated yes, it was windmilling.
- **Mr. Diaz asked if he had added full power to the left engine:** Mr. Diaz stated yes.
- **Mr. Diaz asked if during the preflight the fuel was sampled and strained:** Mr. Diaz stated that both he and the student strained the fuel.

The following questions were asked by NTSB IIC Peter Wentz

- **Mr. Diaz was asked if he filed a flight plan for the accident flight:** Mr. Diaz stated “No”
- **Mr. Diaz was asked if it was the flight school’s protocol to file flight plans for training flights:** Mr. Diaz stated “yes”
- **Mr. Diaz was asked if he received a weather briefing before the flight:** Mr. Diaz stated yes, and that he got it from aviationweather.com
- **Mr. Diaz was asked how much fuel was on-board for the flight:** Mr. Diaz stated 98 gallons.
- **Mr. Diaz was asked who was at the controls of the Piper Seneca:** Mr. Diaz stated the student taxied, took off and flew the airplane until the loss of power.
- **Mr. Diaz was asked if they experienced any anomalies with the airplane instruments after engine start:** Mr. Diaz stated “no”.
- **Mr. Diaz was asked how long the ground time was at HWO before take-off:** Mr. Diaz stated about 15 to 20 minutes.
- **Mr. Diaz was asked at what altitude was the airplane when they lost the power to the right engine:** Mr. Diaz stated 1000 ft.
- **Mr. Diaz was asked if they landed with the gear up or down:** Mr. Diaz stated the gear was up. He added that they planned to land after a traffic light, and he didn’t want to lower the gear until landing because of the added drag on the airplane.
- **Mr. Diaz was asked what the student was doing during the landing:** Mr. Diaz stated the student was checking the airspeed and instruments.
- **Mr. Diaz was asked what blue line was in the Piper Seneca:** Mr. Diaz stated blue line was 105 MPH.
- **Mr. Diaz was asked if he pitched the airplane for blue line after the loss of power:** Mr. Diaz stated that he maintained directional control and held an airspeed of 105 MPH.
- **Mr. Diaz was asked if he held the 105 MPH while returning to HWO:** Mr. Diaz stated that at 105 MPH the airplane couldn’t hold altitude.

Mr. Diaz was asked if he had anything to add to this interview: He stated that he did everything as he was trained and he acted properly while following the checklist but that he couldn’t hold the altitude.