

John Brannen
Senior ASI
AS-CEN

Date: April 25, 2024

Subject: Accident involving N451MA

Contact: Ricky Busse

Mr. Busse confirmed that he provided insurance company required flight and ground training to the accident pilot of N451MA prior to the accident. He also provided a screenshot of his electronic flight logbook showing the flights that were conducted. He said that the accident pilot was required by insurance to have a minimum of 10 hours of ground instruction and 8 hours of flight instruction in the airplane. Mr Busse said that they did the 10 hours ground and wound up with about 12 hours flight instruction because they combined some trips that Mr. Bates need to make with the flight training. When asked what the training entailed, he said they did an IPC and BFR and also went over airplane systems, high performance, and high altitude aspects. He said they spent a good amount of time on the systems of the airplane and emergency procedures. He noted that Mr. Bates had told him that he had an engine failure in a Cessna 421 and flew the airplane to a safe landing. When asked about his general perception of the pilot, he said that he was very cautious and proficient and was a good pilot. His feeling was that he was probably better than most 1500 hour pilots which he attributed to the accident pilot's age and maturity. When asked about the dates of the flight training, he said he thought that they flew on Jan 29 and Feb 1, but he would send a sceenshot of the flights from his electronic flight log, which he did.