

Statement from Pyman Gholami [REDACTED] CFI

Me and Brian J. Little scheduled for a dual flight this morning at 09:00 am. Before Brian came in, I pushed the helicopter out of the hangar and did my preflight. Once Brian arrived I walked back to my office, did my final weather check and waited on Brian to finish up his preflight.

When he was done with his preflight, we went out and took off about 09:06 am. We started off with a confined area exercise including steep approach and max performance takeoff. We did two of those. After, we came back to the grass field that we have here at the flight school and I did one straight in autorotation followed by Brian doing two. We then transitioned to another field nearby and did two 180degree autorotations. We landed back at the hangar around 10:35. We did a 1.4hour total flight and the helicopter seemed normal with all gauges in the green. I did a post flight walk around and brought the fuel truck for him to refuel. As he was doing his refueling, we were talking about the days weather and what kind of runway to expect to be in use by other traffic and that he should enjoy his flight and stay local. Once he said that he was done with the refuel I brought the fuel truck back to parking and went into my office to wait on Brian to finish off his preflight.

Before he took off he came into my office and we talked about his solo flight which would be a 1.1 flight, staying local and doing a couple normal approaches and takeoffs at our regular airport of training (Blackwell 71J). I also have him confirm that he has his documents with him. He took off about 11:10 am.

I then received a phone call with the sad and shocking news at 12:37 pm.

Records show that me and Brian has had about 26.3 hours of total flight time together. Before this flight, he had 8.9 hours of solo flight and had 1.1 hours left to accomplish his 10hour solo requirement for the private pilot helicopter certificate. He was an add-on student with a fixed wing private pilot license. Records also show that he has accumulated 66.9 total hours with our flight school.

I was estimating 7 more hours of dual training flight before his checkride. We were in the planning stage of him taking a week or two off his work and do those hours daily rather than every weekend, as we have been doing so far to retain recency.

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