



Adam M. Gerhardt
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Office of Aviation Safety, Eastern Region

Date: March 29, 2024

Subject: NTSB# ERA24FA136

Contact: Eric Gilmore (Director of Maintenance, SkyJet Elite)

The individual noted above provided the following information via telephone conversation. The below contents are a summary of what was reported:

Mr. Gilmore reported that the accident flight was a normally dispatched SkyJet flight on their schedule. He did not know the CEO of SkyJet was going to be onboard until the day of the accident. He reported it did not matter from his maintenance perspective, who was on board and whether it was Part 91 or 135, as all regulations and maintenance protocols are unchanged.

Mr. Gilmore reported that N1125A was added to the SkyJet 135 certificate on February 6th, 2024. He recalled that four jets were on the certificate.

Mr. Gilmore reported that he had no communications with the crew or CEO about the accident flight and there were no maintenance concerns with the airplane.

Mr. Gilmore reported that the PIC was the Chief Pilot. He reported that it was his understanding, that there were issues with getting the PIC signed off for PA31 flying, because they needed another PA31 Part 135 operator to perform the training with the PIC. He also described that there were "a ton of maintenance issues" with the PA31 and they never actually flew on the certificate. He stated that the PA31's were based at HWO airport, which was the same airport the flight school that the CEO owned was located.

Mr. Gilmore reported that the PA31's were on the 135 certificate, but they were never used nor did they flew 135 operations. Mr. Gilmore reported that the PA31's were maintained with current annual inspections.

Mr. Gilmore reported that he only met the PIC (Chief Pilot) a few times from 2022 to 2024. This was in response to a question, of how involved in operations at SkyJet.

Mr. Gilmore reported that it was his understanding, that the former Director of Operations (Buehner) was grooming another SkyJet pilot for the Chief Pilot role, and the PIC was a "place holder" Chief Pilot for SkyJet. Mr. Gilmore reported that that the PIC was already a "Chieftain Captain" at another 135 operator, so he could serve as the Chief Pilot for SkyJet. Mr. Gilmore believed the PIC flew for REVA on Learjets as well.

Mr. Gilmore reported that in February 2024, he went on a test flight in N1125A, with the PIC and another SkyJet pilot, David. He described that David flew the first leg of the test flight, and he did not notice anything abnormal. For the second leg, the PIC flew back to the home base. Mr. Gilmore reported that it was not a smooth flight and when he got off the airplane, he thought, "I will never fly with you again" in regards to a flight flown by the PIC. Mr. Gilmore said that this flight could have been his first flight in the airplane after his training. Mr. Gilmore provided his opinion that the PIC was "not the greatest pilot in the world."

Mr. Gilmore reported that the former DO at SkyJet (Buehner) was "great." Mr. Gilmore reported that it was his understanding that the former DO would never have allowed the PIC to be assigned to the PIC Astra assignment. Mr. Gilmore reported that if the former DO thought the PIC should be flying the Astra, he would have given him that assignment during his tenure as DO, but he did not, nor would he.

Mr. Gilmore reported that the former DO at SkyJet would never have placed a "green on green" crew together. This was something he proactively managed.

Mr. Gilmore believed that the CEO of SkyJet assigned the PIC to the PIC/ Astra flying position.

Mr. Gilmore does not believe that SkyJet has an SMS program.

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