

ERA24FA136

OPERATIONAL FACTORS

Interview Summaries

July 31, 2025

The following is a brief summary of the interviews conducted with the accident crew's training instructors and evaluators and the FAA oversight for Skyjet Elite.

Interview summaries: 06/14/2024

LANCE D. MARTIN – FlightSafety International – Flight Instructor

- Mainly instructed the SIC
 - This was the SICs first jet checkout. Mr. Martin characterized him as: “He was nervous because it was his first jet, but he made the same mistakes other young kids do when they got in their first jet and I walked him through it and he improved very quickly, he was a very good student”
- Flew two sessions with the PIC. Graded him as requiring more training during his first simulator session with him. The captain then flew with another instructor for the next simulator, then returned Mr. Martin for a simulator session, which was intended to be his recommendation for checkride simulator session. He was graded similarly as he was during Mr. Martin's first simulator with him, and he was not progressed to his checkride. This triggered an additional training requirement for the captain

CHARLES "CHUCK" DILLMAN - FlightSafety International – Flight Instructor

- Flew approximately 6 simulator training sessions with the captain, more than any other instructor
- Had issues with English as a second language. It took him more time than a native English speaker to process information and respond in English
- Comment on captain: “He had more than adequate stick and rudder experience and ability. I believe his paperwork said he had 13,000 hours and he could fly the airplane well. He more than met the standards.”
- His weakness was described as FMS management
- Simulator instruction was performed in a G100 with a newer avionics package than the accident aircraft was equipped with. The captain went through a differences course to learn about the FMS in his aircraft, but go not “hands-on” instruction with this FMS

MARK S. ALLEN - FlightSafety International – Program Director

- Captain required additional training as one of the instructors thought he needed more instruction to adequately perform as PIC
 - Another instructor stated the captain was ready for the checkride

- The Program Director evaluated the discrepancy between the two instructors and concluded it was most likely a personality conflict, rather than an actual lack of skill or knowledge
 - He coordinated with SkyJet Elite for an additional training session for the captain
- Program Director gave the accident captain his type certificate checkride in the simulator
 - Walked through all ground evaluations with no issues
 - Quote regarding the flight portion of the checkride: “when we got into the flying portion of it, you know, it was very clear that he was an experienced pilot”
 - Completed the checkride with no repeated maneuvers required

Interview summaries: 06/26/2024:

MARK LANDHOLT – FAA Principle Operating Inspector (POI)

- POI for SkyJet Elite
- Was POI from 2016-May 2024
- Oversaw 13-15 operators, most Part 135, one Part 137 operator (agriculture)
- Had an assistant POI during his entire tenure as POI
- Gave the captain his 299 checkride for Part 135 operations
 - No issues during the checkride
- Interacted a fair amount with the Director of Operations (DO) for SkyJet Elite
 - Mainly discussed issues with bringing new aircraft onto the SkyJet Elite Part 135 operating certificate
- Had a good understanding of what qualifications were required to be a chief pilot on a Part 135 certificate
 - Approved the accident PIC as the Chief Pilot for SkyJet Elite
- The former DO of Skyjet Elite stated to Mr. Landholt he would never send the accident captain to school for the G100 (he didn’t give a reason)
- The accident captain was dismissed by REVA as a Learjet F/O. “Claudio wasn’t ready for the left seat yet”

TONY SAAVEDRA – FAA Supervisory Aviation Safety Inspector

- Oversees 15 employees
 - Most are POIs, Assistant POIs, and one Aviation Safety Assistant (ASA)
- His staffing is adequate, except for operations inspectors, he is short of them
- Regarding the POI, Mr. Landholt: ” he's just fantastic, a wealth of knowledge”