

Monday May 28th, 2018

Dear Mr Little ,

I was referred to Brody Burrnell by a Phoenix DPE because he knew the instructor Brody was currently with was a bit weak in preparing his students for the instrument rating .Brody and I met together and did some ground school prep for the instrument rating . It took us several days of ground to cover the items which were listed in the suggested study list in the FAR/AIM.We did not do any flight training toward the instrument rating because the tiger truman N6216L was not capable of meeting the requirements to take a instrument check ride . Brody had flown the aircraft several times over to California to have the Nav 1 worked on so it would receive the localizer and the glide slope for an ILS approach . After a trip back from there we did a flight from KDVT to KIWA to see if the plane was working correctly and we could shoot an approach . We tried the ILS 30C and the avionics were not working correctly . We then flew straight back to KDVT. We did not log the flight or did I receive compensation for the flight . Brody after we landed was upset and called the repair shop in California to report to them that it was still not working . They wanted him to fly the plane back to California and Brody like anybody was frustrated . Brody then left town out of state to go to a big family reunion. When Brody returned from his trip he took the plane out for a flight a few days after his return for a pleasure flight. He called me after his flight and asked for my opinion about an issue he had on his flight . He told that the engine had run a bit rough for about three to five seconds maybe . I asked him what his actions were when that occurred . He told me he switched the electric fuel pump on and switched fuel tanks and then the engine ran smoothly. I think but am not sure that he said he switched it back to the rough running side and that it again ran smoothly . He did not indicate which side or tank had the issue . He asked me if he should be concerned about it . I said that if he was concerned he should have a mechanic to check the plane to insure it was safe and had no issues .I do not know if he ever got a mechanic to look at it because the accident was 4 to six days after the accident . I also do not know if the owner Bob or his Dad were ever informed about the issue . At the hospital the day of the accident I was talking with Brody,s father and Bob together and I told them about the phone call that Brody had made to me about the rough running engine . Bob assured me that he had taken all precautions in making sure that the aircraft was safe to fly because there were several southwest family kids that were flying that aircraft to build time including bob,s own kids . He said he had just spent \$5000.00 on the annual to make sure the airplane was safe . Neither Bob or his father said they were aware of the engine roughness for a few seconds from that previous flight . You can imagine that the tension was high that day as they wondered if the had lost their son .I did not know Chandler or his family at all before the accident .That is about all I know Thomas and I agree with you that the boys are lucky to be alive . There are not a lot of options to recover from an engine failure after takeoff from 25L or 25R from KDVT.

Sincerely, Davis Lille


