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AS-WPR

Date: 5/9/24

Subject: WPR24FA124

Contact: Mark Little, Instructor, Corporate Pilot

The following is the written statement provided via email, by Mr. Little:

"Blake Broadbent Training Event Commander N965BC equipment- Garmin 500 GPS MX200 MFD with XM weather and radar April 13th MYF-SCK in detail Departed MYF with routing over the west side of the San Joaquin valley to SCK at our cruise altitude of FL260 we were above any weather until our decent. Before we entered IMC around FL 200 we had turned on all deicing anti icing equipment starting with both engine inlet heats then working our way left to right on the overhead anti icing panel the rudder, generator inlet, and prop was turned on. The windshield heats were turned on for take off along with the Pitot/static stall heaters so they were already on. Loads were checked on the load meter as each one was turned on. During our decent I had Blake disconnect the auto pilot to talk about how the autopilot hides what's going on during icing conditions since we had picked up some light rime icing. We leveled at 10000 feet and we discussed and carried out recognition of impending stall and high angles of attack during IMC conditions. Noting the angle of attack at 120 KTS IAS and returning back to normal cruise speeds after completing everything we needed I had Blake ask for left deviations to get out of the weather since its not standard practice to go find or remain in IMC and icing conditions except under controlled circumstances during training. Shortly thereafter we broke out of IMC conditions and continued our approach into Stockton. We arrived at Atlantic's ramp a fuel truck was already out and waiting Blake had thought it was for us since I had called Atlantic to make them aware of our arrival at approximately 6pm. I informed Blake I did not ask for a quick turn only that we were arriving. At this point he inquired about flying home solo and I said possibly if it could be done during daylight and favorable weather conditions. I looked up sunset time was 730 so I said he would

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