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Air Safety Investigator
AS-WPR

Date: 04/17/2024

Subject: WPR24FA124

Contact: Mark Little, ATS instructor pilot

The following is a synopsis of a phone conversation with Mark Little:

Mr. Little is a training instructor and corporate pilot who conducted recurrent training in the accident airplane, with Mr. Broadbent, between 4/9/24 and 4/13/24. He conducted approximately 20 hours of ground instruction and 20 hours of flight instruction throughout the consecutive days of training. He had been hired by DeBritton Aviation to conduct the training; that they wanted "a second opinion." Mr. Broadbent's initial training in the accident airplane had been provided by Mr. DeBritton, and the subsequent flight experience had been flown with him as well. It was requested that this recurrent training be treated like an initial training, due to the amount of time the airplane had been down for maintenance and his low time in make and model, before the maintenance had begun. Mr. Little was told that after this recurrent training, the company wanted Mr. Broadbent to fly the airplane with its owner, who no longer held a medical.

Mr. Little stated that each day of training, they worked between about 8:00am and 6:00pm, with one of the days being about 12:00pm to 10:00pm. Mr. Broadbent went home each night, and they conducted the ground portions of training in the DeBritton Aviation hangar at CNO. He described Mr. Broadbent as "rougher with the ground, than in the airplane", that he had a healthy respect for the airplane, and remembered Mr. Broadbent stating that "systems are my biggest weakness", during training. Mr. Little felt that he was building on the basics with Mr. Broadbent. At the end of each training day, they debriefed the day and updated logbooks.

On the last day of training, they concluded the flight training at SCK and Mr. Broadbent planned to fly the airplane to CNO, solo. He and Mr. Little had agreed that if he could be wheels up from SCK by 1830 and he planned his route of flight to remain on the western side of the mountain range, he would stay out of problematic weather conditions and be landed in CNO before dark. Mr. Little helped Mr. Broadbent with arrangements for overnight accommodation, if he could not be wheels up by 1830.