

Kristyn Blocher  
Air Safety Investigator  
AS-WPR

**Date:** 4/16/24

**Subject:** WPR24FA124

**Contact:** Dan DeBritton, Advantage Jet Center/DeBritton Aviation

The following is a synopsis of an in person conversation with Mr. DeBritton following the accident involving N965BC:

Mr. DeBritton stated that Mr. Broadbent began flying various aircraft for DeBritton Aviation as a contract pilot about 18 months prior to the accident. He described him as motivated, intelligent, a quick learner, respectful, safety conscience, and capable. Some of the other airframes he flew for DeBritton Aviation included a TBM 700, Cessna 421, and a King Air. He stated that Mr. Broadbent had also been flying right seat in Citations for another company on the field at CNO. He was also aware that he made himself available for independent flight instruction, using his own aircraft located at CNO, though he was not sure how much time he spent flying as a CFI. He guessed, "probably not much, because he was always here."

Mr. DeBritton explained that Mr. Broadbent had been working through a recurrency training program in N965BC, the week prior to the accident flight. The recurrency training was being conducted one on one with an instructor affiliated with a well known training company and estimated that Mr. Broadbent had completed around 15 hours over a few days, with the instructor. The accident flight was the return flight to CNO, after completing the week with the instructor, and dropping him off in Stockton, CA.

Mr. DeBritton commented that the weather on the night of the accident didn't seem like anything they would typically avoid and was weather they "flew through all the time." He felt that any icing conditions he thought were present, would not have been a problem for the de-icing boot system that the airplane was equipped with. He stated that the airplane was "bullet proof." He stated that that company expectation

for autopilot use was that "they" as a company encourage routine autopilot use that that he would have expected it to be being used during the accident flight.

The model of autopilot installed in N965BC was a Collins AP 106. Equipment designed to record autopilot use/history, or other operational parameters was not installed in the airplane.