



RECORD OF CONVERSATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: March 15, 2012
Person Contacted: Mr. Jim Lafferty and Mr. Justin Greenway (Lafferty Aircraft Sales)
FAA Registration Number: N364AB

Narrative:

The subject airplane was determined to be missing on the evening on March 14, 2012. As of the telephone conversation, it had not been located.

The following is a synopsis of the information provided by Mr. Lafferty and Mr. Greenway in a telephone conversation on this date:

- Mr. Lafferty is the owner of Lafferty Aircraft Sales (LAS), Mr. Greenway is a sales associate and pilot
- The airplane is currently registered to LAS
 - LAS provided the NTSB with copies of the airplane maintenance records
 - LAS provided the NTSB with the airplane configuration/onboard equipment
- LAS is based at San Jose International Airport (KSJC)
- It was purchased from its previous owner a few weeks prior
- The previous owner and airplane were based near London, England
 - The airplane remained N-registered while it was in England
 - LAS provided the NTSB with contact information for the previous owner
- The owner put the airplane up for sale, and LAS took notice of it
- Mr. Greenway traveled to London to examine the airplane, and had an annual inspection conducted on it, which was satisfactory
- LAS contacted a company named Southern Cross (SC) to ferry the airplane from England to KSJC
 - LAS had previously utilized SC for such trans-oceanic ferry flights
- SC informed LAS that they no longer provided those services, and referred LAS to a company called Aircraft Deliveries (AD)
 - AD was based in Addison Texas
 - LAS provided the NTSB with contact information for AD

- LAS refused to use the first pilot proffered by SC
 - That refusal was a result of insurance stipulations
- LAS accepted the second pilot (Don Ratliff) proffered by SC
 - LAS personnel were favorably impressed by the pilot's credentials and experience
 - LAS provided the NTSB a copy of that pilot's credentials and experience
- A written contract specified the terms of the agreement between LAS and the pilot for the delivery flight
- The pilot was to receive a flat fee for the flight
 - The agreement (which was reportedly typical) was that 50% of the payment was made prior to the flight, and 50% was made upon completion of the flight
- There was no set schedule for the delivery; it was up to the pilot
- The stopping points reportedly included:
 - Keflavik Iceland (RON through Sunday 3/11)
 - TBD, Greenland (Monday 3/12)
 - Goose Bay, Labrador (RON Monday 3/12)
 - Bangor, Maine
 - Louisville, Kentucky
 - Bartlesville, Oklahoma
 - St Johns Industrial Airpark (KSJN), Arizona (fuel stop 3/14)
- On 3/14, the pilot reportedly emailed his colleague (Pablo Bassabe) that he was in St Johns but was "tired" and only planned to fly to Hollister (KCVH) California, where he would RON
 - Reportedly he did not want to fly into the congested/complex airspace/ATC environment of the Bay Area of California because he was tired
- The flight from KSJN was conducted VFR
 - Mr. Lafferty stated that this was actually quite common, since pilots delivering unknown/unfamiliar aircraft "didn't know what the airplane would do" and therefore avoided flying IFR/IMC