



## RECORD OF COMMUNICATION

**Michael Huhn**  
**Air Safety Investigator**  
**Western Pacific Region**

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**Date: December 22, 2011**

**Person Contacted: Mr. Matt Navarro via Mr. John Olshock**

**NTSB Accident Number: WPR12FA059**

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**Narrative:** The following information is the verbatim statement of Mr. Matt Navarro (CFI) that was forwarded to the NTSB in an email from Mr. John Olshock (Office of Air Safety, TransPac Aviation Academy) :

Matt Navarro CFI # [REDACTED] exp. 2/13

Incident on 12/10/2011

In aircraft N415PA, I was near the north proving grounds located inside Luke AFB SATR. I was at an altitude of 4500' MSL conducting maneuvers when I heard the pilot in the RV-7 make an emergency radio call to luke approach. (After the recorded radio call) I had heard the controller thought he heard the aircraft say he was west of pumping station when I had heard west of substation. I had searched in an area of about a 5 mile circle covering the area around the substation after about 15 minutes I located the pilot about 4 to 5 miles west, south west of the substation located near a canal just north of the 101 highway. Not seeing the crash I only have assumptions as well about the accident. I tried circling low to see if there had been a possibility of survivors and made many radio calls tried to identify to the controller exactly where the downed airplane was. I used my student to find key point in the area on our charts and tried to give the controller dme and radial information off of the PXR vor. Where the pilot had landed, it was clear to me he had not had the intention of landing in that particular area which would have me believe it was a control issue. After circling the plane for about 30 min. I directed a Maricopa county sheriff helicopter to my location as I saw him approach. In the radio call the distressed pilot made before impact I was aware at one point he did try and express the problem to the controller, but was unable to understand his call. I saw no movement around the aircraft at any time during the flight and believe the most important information I could give would be found in the Radio call tapes.