

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 3:40 PM	DATE 01/02/2003										
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Elvira Martinez - wife of deceased airman		ROUTING <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 50%; padding: 2px;">SYMBOL</th> <th style="width: 50%; padding: 2px;">INITIALS</th> </tr> <tr><td style="height: 20px;"></td><td></td></tr> <tr><td style="height: 20px;"></td><td></td></tr> <tr><td style="height: 20px;"></td><td></td></tr> <tr><td style="height: 20px;"></td><td></td></tr> </table>		SYMBOL	INITIALS								
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phone - [REDACTED] home													
[REDACTED] ex [REDACTED] work [REDACTED]													
SUBJECT Accident Investigation - N777KL - background info from wife													
DIGEST In a phone conversation with the wife of the deceased pilot the following information was given:													
Q: When had Ray flown last? Records show the last flight time he had in his logbook was May 2002? A: She was unsure of how much time he would have flown, because he went to the airport when she was at work. However, his flying would have been only with an instructor aboard. She mentioned that he would fly with a friend who was an instructor. The name of the friend was Antonio Gonzalez contact phone # [REDACTED]													
Q: Why was he not flying the Mooney that he owned? A: She had told Ray maybe it was time to quit flying. Ray had sold the Mooney in May or June. He had been without a plane since then. He had bought the new Lancair last Wednesday.													
Q: Looks like Ray was looking at different experimental aircraft (ref 3-ring binder found in briefcase) A: Yes he was trying to buy an aircraft he could handle, or afford. He had looked at Trade-A-Plane for aircraft to buy. When he sold the Mooney he was very sad, so she had given him permission to buy another airplane. He and she had gone to Payson in their motorhome last Wednesday to look at the airplane. Emmett was the mechanic that was holding the aircraft for the owner. Ray had looked at the aircraft and said he really liked it. She had said "you go ahead and buy it". The owner had faxed the bill of sale after they had gotten the cashiers check.													
Q: Did Ray get in the plane? A: Yes, they took the aircraft out of the garage. hey ran the motor. It was beautiful, just like new. Emmett gave them a box of books to take with them. (continued next page)													
CONCLUSION, ACTION TAKEN, OR REQUIRED													
DATE 01/03/2003	TITLE ASI - Airworthiness Inspector	SIGNATURE [REDACTED]											

(discussed Tealeye Cornejo picking up this box of books.)

**Q:** Had Ray had any medical problems lately? Had he been to see a doctor? **A:** Yes, Ray was diabetic, but he could check his own blood. He had a couple of prescriptions that he took. He was supposed to have taken with him, but she was not sure if he had taken them in his suitcase. There was a medical kit in the motorhome and at the house too. She didn't think he had taken them with him. She and her sister had taken him down to the Geyhound station Friday at mid- night, he had wanted to leave right away after they had returned to California. The bus was going to take him from L.A. to Phoenix, and then on to Camp Verde. Emmett was supposed to pick him up at Camp Verde.

**Q:** Did you talk to him when he got to Arizona? **A:** No, when she had dropped him off was the last time she had heard from him. He had a cell phone, but she had gotten no call. The next contact she had was when the police called to tell her there had been an accident and Ray was dead.

Mrs. Martinez then asked where the aircraft was. I informed her that Chris Jarmin had the wreckage. She said she wanted to find out if there were any salvageable parts.

**Q:** Was there any insurance on the aircraft? **A:** No, there had not been time to get insurance on the aircraft. Thursday they (she and Ray) had driven back home, and on Friday night he had left.

She added that Emmett was a certified mechanic and that he had taxied the plane to the field.

- - - End of Conversation - - -

Jan. 3, 2003 Conducted follow-up phone call with Elvira Martinez -

**Q:** What is the doctors name and phone number that he had been seeing? **A:** Dr. Johnathan Chien, phone # [REDACTED] There was a nurse that was his contact, her name is Margie at extension # [REDACTED]

**Q:** What kind of medication was Ray taking? **A:** 1) Glipizide - for diabetic use, 10 mg. 2 tablets twice daily. 2) Glucophage - 1 tablet 3 times a day. This had a generic name of Metformin.

**Q:** What did Ray take with him on Friday? You mentioned a suitcase - could he have had medicine in it? **A:** The suitcase is same thing as briefcase. He might have packed clothes, but not much. She thinks that he forgot to take his medicine. He had his cell phone, but he never called once he left. He had a GPS in a small bag.

**Q:** Ray's flying certificate was in a name different than his medical, can you help explain this? **A:** Yes, Ray had two last names Ruiz was his mothers last name, and Martinez was his fathers. When she and Ray had their son they decided that they needed to straighten this out. They had gone to Chicago and gotten their name changed legally when they had lived in Indiana. She confirmed that Ray's social security number was the one that was on his medical.

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 10:00 AM	DATE 12/31/2002
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION Richard Wilcox - previous owner of Lancair N777KL		ROUTING	
Address: <span style="background-color: black; color: black;">[REDACTED]</span>  Leavenworth, KS.		SYMBOL	INITIALS
SUBJECT Aircraft Accident - N777KL			
DIGEST I called Mr. Wilcox to discuss his knowledge of events relating to the aircraft accident that occurred on Dec. 28, 2002 at Payson, AZ..  When asked how the aircraft that he owned came to be in Payson, he explained the he was a retired TWA pilot who was a friend of Emmett Griffith. Emmett was thinking of perhaps buying his aircraft (Lancair N777KL). He had brought the aircraft out to Emmett for the reason of selling the aircraft. However, Emmett was too long legged for the aircraft. Therefore the decision was made to just try to sell the aircraft while it was in Arizona. He and his wife were coming out in January for a visit and he expected to fly the aircraft around the area while they were in Arizona.  Mr. Wilcox remembers that he brought the aircraft to Arizona on Nov. 18, 2002. He flew the aircraft from Lawrence KS. to Tucumcari NM., refueled there with 20 gallons of fuel. The flight time on that leg was 3 hours. From Tucumcari he flew direct to Payson Az. in 2.5 flight hours. He estimated that the flight would have used 15 to 18 gallons as he knew the engine burned 6 gallons per hour. There was no fuel added to the aircraft when he got to Payson. He did not know if any other fuel was put in the aircraft after it was hangared at Emmett's house. When asked how the aircraft performed on the trip he said it had performed well and he was happy with the milcage and handling it showed.			
CONCLUSION, ACTION TAKEN, OR REQUIRED       			
DATE 01/02/2003	TITLE <i>WP-07</i> <i>ASI Airworthiness</i>	SIGNATURE <span style="background-color: black; color: black;">[REDACTED]</span>	

When asked how he knew Emmett, Mr. Wilcox explained that when he was originally purchasing the Lancair the insurance company required that he have a minimum of 2 hours flight time and instruction in that type aircraft. He knew Emmett because of flying with him in the airlines. He knew that Emmett was an EAA Flight Advisor, and he said that Emmett had owned a Lancair. He flew the required couple of hours with Emmett and then did some local flight time with him prior to flying the Lancair that he had purchased.

Mr. Wilcox said that he had been contacted by Ray Martinez several times in regards to the Lancair for sale. The first conversation was when Mr. Martinez called him from California. Mr. Martinez was rather hard to understand as he had a heavy Spanish accent. Mr. Wilcox said he felt that Mr. Martinez was being coached by someone nearby while he asked questions about the aircraft.

Thru-out the different phone conversations with Mr. Martinez, Mr. Wilcox was told that he (Martinez) had a Mooney that he had just sold, he had owned between 8 and 10 aircraft, and he had a little over 1000 hours flying time.

Mr. Martinez wanted to dicker on the price, and Mr. Wilcox told him that he should go out to Arizona and look over the aircraft first, then he would discuss the price. Wilcox felt the aircraft would look good enough to sell itself. Martinez said yes he would go out and look at it. Mr. Wilcox told Mr. Martinez that he would not be able to test fly the aircraft until he (Wilcox) got out to Arizona because his insurance required that no one would fly the aircraft without an instructors sign-off. Wilcox said that he would not be available to get out to Arizona until after the first of the year because of family being home for the holidays. However, after the first of the year he would come out with an instructor who could work with Martinez at that time. He told Martinez several times that he would not be able to fly the aircraft because he wouldn't be covered by the insurance.

Mr. Wilcox says that Martinez showed up on Christmas Day (at Payson). He went to Emmett's house early on the 26th of December. Emmett called Wilcox and told him that Martinez was there and wanted to talk about purchasing the aircraft. Mr. Wilcox said that he still couldn't come out till after the first of the year, or if he couldn't come, then he would send out an instructor. Martinez said that he wanted to do the purchase. He said that he could go down to the bank and get a cashiers check. Wilcox said OK and then asked how he wanted to handle the Bill of Sale. It was determined that Martinez would get the cashiers check and hand it over to Emmett, who would get the check to Wilcox. Mr. Wilcox said he would fill out the Bill of Sale and asked what address he should use for Martinez. Martinez said he would get back to Wilcox on the correct address. They decided to fax a copy of the bill of sale to Emmett's fax machine to show that he had purchased the aircraft.

Mr. Wilcox said that he had received the cashiers check from Emmett already, but had never heard anything back from Mr. Martinez as to where he should send the original Bill of Sale to. He said that he was flabbergasted that Martinez had not gotten back to him. As a matter of fact, he still has the original, and has no idea where to send it. He asked my opinion of how to handle this problem and I suggested calling Aircraft Records in Oklahoma City for an answer.

Mr. Wilcox stated that he had offered Mr. Martinez the option of either himself or his hauger mate (who was an instructor) could come out to Arizona and deliver the aircraft to California. In fact, Wilcox had pulled up a list of FAA instructors in the California area that could give instructions in the aircraft, but he never had the chance to send the list along with the Bill Of Sale to Martinez.

Mr. Wilcox received a call from Emmett on Saturday stating that Martinez was in Payson and he wanted to do something with the aircraft. Wilcox said that he was suprised that Martinez had come out alone, he was not even sure that Martinez could have gotten the aircraft insured by then. When Emmett called him to tell him that the aircraft had crashed, and Martinez had died, he was shocked.

Aircraft history according to Mr. Wilcox is as follows: Wilcox purchased the aircraft from the builder( a Braniff Pilot)who had a stroke before he could ever fly the aircraft. When Wilcox bought the aircraft he went to the local FSDO and got the Operating Limitations issued to him. He flew the first time, and was the only one that flew the first 40 hours. His hanger buddy (a retired airline pilot) flew the aircraft along with himself over the next few years. He estimated that the aircraft had approximately 140 hours on the aircraft when he delivered it to Payson.

The last maintenance that Mr. Wilcox remembers being performed on the aircraft was it's condition inspection, which he assisted in performing. His recollection was that this was performed around the 1st day of June 2002. He estimated that there was only 8 to 10 hours flown on the aircraft prior to it being stored in Payson, Az.

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RECORD OF <input checked="" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL		TIME 4:15 PM	DATE 12/28/2002										
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Bart Hansen - pilot - witness to aircraft accident		ROUTING <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 50%; padding: 2px;">SYMBOL</th> <th style="width: 50%; padding: 2px;">INITIALS</th> </tr> <tr><td style="height: 20px;"></td><td></td></tr> <tr><td style="height: 20px;"></td><td></td></tr> <tr><td style="height: 20px;"></td><td></td></tr> <tr><td style="height: 20px;"></td><td></td></tr> </table>		SYMBOL	INITIALS								
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Phone <span style="background-color: black; color: black;">[REDACTED]</span>													
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SUBJECT Eye Witness to Lancair Reg# N777KL Fatal Accident @ Payson, AZ.													
DIGEST <p>Mr. Bart Hansen, his wife Tannah, and son Kris were traveling from Amarillo, TX. to John Wayne Airport in Southern California. They were approximately 15 miles out on an approach when they hear a radio call that there was an experimental aircraft in the pattern at Payson that was not talking on the radio. Mr. Hansen landed their aircraft without any signs of the experimental aircraft.</p> <p>Mr. Hansen , his wife, and son were looking for the aircraft while their aircraft was being fueled. When Mr. Hansen saw the aircraft it was flying nose high on its approach to Runway 24. The aircraft made 3 attempts to land. On the 3rd attempt Mr. Hansen could hear that the power was up on approach. The aircraft hit the runway, bounced, hit the runway again, bounced again. The nose came up into a stall. The left wing went down and the aircraft impacted the ground. Mr. Hansen said that the nose was high the whole time.</p> <p>Mr. Hansen said that while they had been standing on the ramp looking for the aircraft to come into sight a gentleman they were standing with told them that the pilot was just purchasing the aircraft. The pilot did not have any experience in the aircraft, and he was flying it locally before going to L.A.. They were told that the pilot did not have Lancair experience, but that he had 1000 hours flying experience, that he flies a Mooney, and he was 65 to 67 years old.</p> <p>The wife (Tannah) stated that they were told the pilot had refused instruction in the aircraft. Their son Kris was a pilot and had flown Lancairs before, and knew how they handled.    - - - - E N D - - - -</p>													
CONCLUSION, ACTION TAKEN, OR REQUIRED          													
DATE 01/02/2003	TITLE WP-07 A. S. I.    Airworthiness	SIGNATURE <span style="background-color: black; color: black;">[REDACTED]</span>											