

**From:** [Dennis Martin](#)  
**To:** [Boggs Daniel](#)  
**Cc:** [McKinley, Charles \(FAA\)](#)  
**Subject:** Cessna Citation Encore 560-585 events as requested  
**Date:** Thursday, May 30, 2019 2:49:50 PM  
**Attachments:** [ExhibitD\\_PrePurchase\\_OwnerSigned.pdf](#)  
[log book inventory form.pdf](#)  
[Preliminary inspection report..pdf](#)  
[Flight log TT.PDF](#)  
[doc20190520121029.pdf](#)  
[341818 Hypo Consulting.pdf](#)  
[341818 Jet Sales.pdf](#)  
[560-0585. No.1 & 2 Engine MTRs..pdf](#)  
[560-0585. Airframe MTR. WO 341330.pdf](#)  
[doc20190523140911.pdf](#)  
[.msg](#)

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Dear MR. Boggs,

I am the owner of Jet Sales Stuart LLC. who purchase the Cessna Citation Encore, serial number 560-585, N832R on May 22<sup>rd</sup>, 2019.

We are in the business of buying and the selling of aircraft and we were purchasing this one for inventory.

The events leading up to us buying the aircraft are as follows:

\*On or about the beginning of April, 2019 my son, Brent Martin, identified this aircraft for us to purchase.

The aircraft had been privately owned and used for personal, non-commercial use by the owner for approximately 9 years at which time he decided to sell it.

\*We entered into a contract for purchase on or about April 16<sup>th</sup>, 2019 at which time I went to Elkhart, Indiana to view the aircraft and records.

\*The aircraft appeared to be in excellent condition and well maintained. It was managed by Indiana Flight Center and MR. Brandon Herzog. The operation seemed very professional

and Brandon, who is their Chief pilot, was very knowledgeable and provided me with the records to review.

\*I found the records very organized and the log books were in the typical Cessna MTR format and appeared to be complete and continuous from the issuance of the

Original Certificate of Airworthiness by Cessna. The documentation for the serialized and Life Limited parts appeared to be organized and complete.

\*After my initial viewing it appeared the aircraft met with our expectations and we decided to move the aircraft to West Star Aviation for a formal and more comprehensive look.

\*The aircraft was moved from Elkhart Indiana KEKM to East Alton Illinois KALN where West Star Aviation has their Cessna Citation maintenance facility, I was on Board. (See attached flight log).

\*The aircraft flew fine with no noted issues or noticeable pressurization problems.

\*West Star Aviation is an FAA Approved repair Station that is approved to work on Cessna Citation aircraft.

\*We arrived with the aircraft on April,16 2019 and West Star did a quick inventory of the records (attached) and preliminary report (attached).

\*I contracted them to do their complete recommended pre-purchase inspection, to include log and records review as well as Phase 1 – 4 chapter 5 inspections. A copy of the signed proposal is attached.

\*After the basic inspections were complete West Star listed all of the discrepancies and Identified them as either “Does Not Meet MM Requirements” which is an Airworthy Item that must be repaired or corrected or “informational” which is either cosmetic or incidental and not requiring remediation in order to RTS the aircraft. All of those reports were previously provided.

\*All items identified by West Star as “requiring repair or needing documentation in order to meet with the FARs or MM requirements” were completed and documented in the Seller’s Work Order and Log MTRs’ (both attached)

\*We added some addition items to our work order that the seller would not correct but I thought were prudent. (attached).

\*The aircraft was returned to service on May 22,2019 (see attached MTRs).

\*I had initially wanted West Star to complete the 2020 basic ADS-B requirement which was to start following my closing and taking ownership of the aircraft. I decided instead to have International Avionics, FAA CRS install New Dual Garmin GTN750s to add WAAS/LPV in addition to ADS-B in and out which was a more desirable upgrade than just doing the ADS-B minimum solution.

\* I had contacted Paul with International Avionics and signed his proposal to do the job on May 23(attached) . At the same time I asked if he knew any Encore pilots that we could use to bring the aircraft to his shop for the installation.

\*Paul offered to use one of the pilots he has used in the past for his Citation

work to ferry the aircraft down.

\*I was contacted by Juan C Gonzales who provided his credentials and flew airline up to St Louis on the evening of Thursday May 24<sup>th</sup> .

\*Friday May 24th Juan viewed and completed his preflight of the aircraft and sent me some photos of what he saw.( Attached)

\*He departed KALN at 11:03 CDT and returned 24 mins later because of a suspect low oil pressure issue on the Right engine. The oil Pressure never left the green however it was

Lower than the left. (he sent me a photo attached)

\* West Star determined that the Right side was too High according to the MM graphs and reset the Right engine oil pressure system.

\*He never contacted me again however I viewed Flight aware which showed the aircraft departed at 1:36 PM CDT or 2:36 EDT.

\*I left my office around 4:20 EDT and called Paul with International to expect the arrival in around 30 mins.

\*Shortly after 5:00 PM I received a call from Paul who notified me that Flight Aware showed the aircraft passing KFXE and heading East bound at 39,000ft. He also stated that there was another pilot waiting for Juan to arrive to fly another trip with him that night. This pilot called Mia ARTCC and was told that they were aware of the issue and had dispatched aircraft from Homestead who intercepted N832R and found the pilot unconscious and slumped over.

\*I continued to monitor Flight Aware and noticed a drop in airspeed and shortly thereafter the loss of airspeed and Altitude information on Flight Aware.

\*I called the NTSB and the FAA to report this accident

*Dennis Martin*

