

Lisa Lee interview

Phone [REDACTED]

Email: [REDACTED]

Fiance' of Matt Mathews Pilot N919EM

Interview Conducted on March 16, 2015 at 1830 to 1945

The purpose of the interview was to establish 72 hr history on the Pilot. It was written at the writer heard it.

Monday March 9, 2015

Matt started is day in McAlester OK at the base pilots quarters. He was supposed to be On duty Monday March 9 that evening but around 4:30 Chris (lead pilot for McAlester) had called him and said there had been a mix up in the schedule. The stillwater pilot came in a day early and asked Matt if he wanted to go home tonight (Monday) and come back Thursday instead of Friday. Matt agreed and returned home to OKC around 630pm, it was uneventful night. Went to Bose store had dinner, went to bed about midnight, but was up and down. Said he was having trouble sleeping, because he think he slept too much during the weekend...he had slept nearly 24 hours on Saturday March 7, he reportedly had come off a 10 day work schedule and was tired.

Tuesday March 10

Tuesday March 10 was not out of the ordinary he got up around 830 was "piddling" on the computer. Went to bed around 1030 to 11

Wednesday March 11

We went to dinner at Hollies Steak house with one of the other Eaglemed Pilot's and his girlfriend. Matt had a couple of beers, but he was always careful to watch his 12 rule. Fun night, got home and went to sleep about mid-night. He slept well.

Thursday March 12

Slept in woke up around 9 or 10, we started getting ready for working. Matt got up and was looking weather; he reportedly was always looking at weather. He told Lisa, "I don't think I will be flying tonight, weather is moving into McAlester".. They went to work, Matt texted Lisa several times that afternoon and night. Matt texted her around 8:45/46 said "we got a flight to Tulsa, I'll text you when I land"

I texted safe landing, he texted we just landed.. texted something about TV while they took the patient in. Then Lisa texted you headed back? Matt texted back.. Yeah, pretty quick, I think I can get back, in time. Then he called Lisa and they were talking, he said the weather had been bouncing back and forth all afternoon, but he told her ceiling were getting lower in McAlester so we were going to hurry up and

get out of here to get back. Time she thought was around 10:45 pm or around there. I felt uneasy because he usually doesn't do both, (text and call) .. so Lisa stayed up and probably 40 minutes went by and she had not heard from him.. She has the *Where's my Iphone* on each other's phone, so we can track. Over Eufaula was where it said he was, I kept looking at it and is kept showing him in Eufaula, somewhere around 11:30 pm.. I just kept looking at it she said, I kept thinking they haven't landed yet

#### **General Question on human factors:**

Medications: Lisa reported that the previous week Matt had had a sinus infection and she prescribed him some Augmentin. He was not feeling bad just blowing nasty stuff. Other the antibiotic he was only taking his "old man vitamins" from GNC.

He used Flonase occasionally for sinus and occasionally took Melatonin, but as far as she knew not in the previous week.

Matt was an easy going guy, we had found our soul mate. Matt was Happy.

Matt did express concern with Eaglemed, and was actively looking for other employment . His biggest concern was the scheduling, because the he felt the scheduling was wearing on him.. the days kept growing on him.. he was hired to do 7 on 7 off, but he was 7 or 10 on the only two or three days off before he would be called to come back. Chris was the one that would usually call him into work to cover his shifts, or partial shifts.

Lisa reported that Matt did tell her the he felt pressure to fly, from upper level management, he never expressed who, but that they were not supposed to turn flights down subtle pressure, she doesn't recall if it was him or other pilots had told him we should not be turning flights down. And he probably turned more flights down than anyone she said.. She said the best person to talk to would be Collin Hornaday.

She said he also said that Ryan had given him pressure to go and take flights; he said Ryan was a corporate guy. Kim was very much a motherly person.

Matt said that they stayed on top of the Maintenance.

Matt said that none of the pilots slept well at the hanger. There was a munitions disposal near McAlester and that as well as trains would keep him awake and have trouble sleeping at the trailer. They also had a house near the Hospital for the crew on duty..

There was a lot of drama at the McAlester base. There was something going on there with the drugs, I am not sure, she said. They all had to go give hair follicle for testing. He didn't do that but had to take a drug test. Something about the way the lids on the narcotics on the drugs were not right or something like that. Eaglemed will have to give you all details of that. She knows there is a VERY disgruntled employee there Emily O'binion (sp??) She had a house fire, they accused her of setting her house on fire. They ultimately fired her over it.

Matt had done training on-line, he recently had his annual flight for day time operation but they had rescheduled his night flight till mid-April, due to check pilot's schedule.

Collins Hornady phone number is [REDACTED]

Emily O'binion [REDACTED]

Interview concluded in 45 minutes:

The writer provided Ms. Lee with Max Green NTSB TDA information and information on AAMS survivors network information.

Matts Schedule:

