

Green, Steven A (FAA)

From: mark [REDACTED]
Sent: Thursday, October 02, 2014 12:06 PM
To: Green, Steven A (FAA)
Subject: N9913P/Gaerte Ag Service
Attachments: N9913P loading sheet.pdf

Mr. Green,

Attached find a copy of a load sheet from our operations the day of the accident. It is continued on from the same grower we were working for over the several preceding days. In the bottom left hand corner close to where the accident timeline would start, the columns from left to right are: Load #, Tach time, Acre Running total for Job, Clock time and last is Swaths applied to. The back side of the sheet ends on load #50. Tach at accident showed 2978.2. Last 'Recorded' fueling on load #44 at tach 2976.8 meaning a difference of 1.4 tach hours till time of accident. With 60 gallon FOB at 2976.8 which would equal 2.4 hours FOB at 25 gph fuel burn, we still had 1.0 hour FOB at time of incident. This seems reasonable for me to find approx. 30 gallon FOB in the right tank (only the right tank!) the day after the accident on the 20th of Sept., $1.4 \text{ tach hours} \times 25 \text{ gph fuel burn} = 35 \text{ gallon}$. $60 \text{ gallon FOB} - 35 \text{ gallon consumed} = 25 \text{ gallon FOB}$. The difference between 25 gallon FOB and my dip stick showing 30 could be the tilting of the plane to the right and forward at the accident scene.

If you look at the consistency of the load times in the third column starting at #44 we were making around 15 min trips. We still had about two loads to finish for the field we were working on that day before dark fell. At 15 min = .25 of an hour. $25 \text{ gallons FOB} \times .25 \text{ hours} = 6.25 \text{ gallon}$. $25 \text{ gallon FOB} - 6.25 = 18.75$. After the proposed flight we still would have had more than our required day time VFR fuel reserves.

For the fuel on the right side that I saw on the 20th to leak out almost completely over the days till I saw it again on the 23rd of Sept. continues to lead me to believe the right tank has an obstruction.

Please keep me informed on when your organization plans on some further inspections of the aircraft, for I have an idea on how to test this theory assuming you'll approve. Our season ended yesterday, i should now have more time to assist in this matter with you.

Mark Gaerte



Gaerte Ag Service LLC

Defiance OH 43512

TIME CARD

Date 9/16/17 Cycles _____ A/F End: _____

Growers HCC A/F Start: 2753.2

Site Location _____ Section _____ A/F Total: _____

Township _____ County Put. Plds

Range _____ State OH

	T/O	LNDG	TIME	ACRES		T/O	LNDG	TIME	ACRES	
HCC	2:17P	1	2753.2	2754.4	112	16	2762.6	78	73	9/15
		2	2754.4	2754.6	113	17	2763.5	82	73	8:45A 503 FOB
	4:15P	3	2754.7		20	18	2764.8	82	73	-9:44A 303 FOB
	4:57P	4	2755.4		20	19	2765.2	58	58	11:02A - 803 FOB
	5:17P	5	2755.8		16	20	2766.5	58	58	11:56A -
	6:50P	6			38	21	2767.8	27	25	1:20P - 803 FOB
	8:27P	7	2756.8		13	22	2768.4	26	28	4:15P - 553 FOB
	7:10P	8	2757.3		58	23	2768.9	78.5	28	-4:25P
	7:50P	9	2758.0			24	2769.7	103	24	5:13P
		10		2758.6	58	25	2769.8	126	23	5:41P
87, FOB	9:34P	11	2759.7		55	26	2770.3	150	24	6:17P
	4:15P	12	2759.3		55	27	2770.6	176	26	6:52P - 803 FOB
	5:10P	13	2760.2		55	28	2771	201	25	7:14P
		14	2761.1		?	29	2771.3	226	25	-10:1A 9/17
		15	2761.3	2762.4	UVF	30	2771.7	250	24	-503 FOB
						31	2772.1	277	27	10:44A
						32	2772.6	300	23	-11:07A
						33	2773.0	320	20	11:40A - 603 FOB
						34	2773.3	342	22	12:10P
						35	2773.6	365	23	-12:31P
Stammers Lands Baker							2774.0			-12:57P
						36	2774.2	389	21	1:20P 603 FOB
						37	2774.7	403	14	2:07P
						38	2775.2	424	21	-3:55P
						39	2775.5	449	25	3:28P 603 FOB
						40	2775.9	471	22	-5:48P
										-4:07P
21	2776.1	493	4:23P	22						
42		516		19						
113	2776.5	540	4:53P	24						
14	2776.8	563	5:10P	23						
5	2777.1	585	5:31P	22						
6	2777.3	605	5:46P	20						
7	2777.5	627	6:00P	22						
8	2777.7	648	6:15P	21						
19	2777.9	669	6:36P	21						