



RECORD OF CONVERSATION

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Office of Aviation Safety
National Transportation Safety Board

Date: 06/10/2019
Person Contacted: Michael Thompson
NTSB Case Number: CEN19FA140

Narrative:

The following is a synopsis of the information provided by Michael Thompson in a telephone conversation regarding CEN19FA140.

- Michael Thompson is the owner of ANF Air Service, Inc. in Garwood, Texas. Michael is also the father of the pilot, Cody Thompson.
- The flight was a 14 *CFR* Part 137 aerial application flight in an Air Tractor AT-502A, N713LA. The accident occurred on Saturday, May 11, 2019.
- The pilot was scheduled to spray herbicide on several rice fields about 10 miles south of Garwood, Texas.
- The exact name of the chemical onboard the airplane was unknown. Michael estimated the pilot had about 450 gallons of herbicide onboard to spray various rice fields. Michael reported the pilot loaded the herbicides himself into the airplane.
- The amount of Jet A fuel onboard the airplane at the time of departure was unknown.
- The weight and balance values of the airplane at the time of departure was unknown.
- The pilot was known to utilize Aeroweather for his preflight planning process. Aeroweather is a cellular telephone app for obtaining various weather data.
- The pilot departed from an airstrip at the operator's headquarters in Garwood, Texas about 0715 central daylight time for the flight.
- About 15-20 minutes after departing, the pilot contacted Michael via cellular telephone while in flight. The pilot reported to Michael that fog was rolling in. The pilot reported that he was flying above the fog layer. The pilot reported that he was going to fly to and land at the Eagle Lake Airport (ELA) in Eagle Lake, Texas, instead of coming back to the operator's headquarters.
- The pilot wore a Gentex airplane flight helmet. The flight helmet was used in conjunction with a Bluetooth adapter system that connected to the cockpit intercom system, that allowed the pilot to use his cellular telephone in flight. Michael reported that he also uses the same system with his flight helmet to use his cellular telephone in flight.
- After not hearing an update from the pilot after the initial call reporting the presence of the fog, Michael tried calling him several times with no response. Michael also texted the pilot several times with no response. After figuring the time it took to run out fuel, Michael contacted first responders to initiate a search for the missing airplane.

- The pilot was qualified to fly the Air Tractor AT-402, AT-502, and AT-802 models. The pilot had about 3,100 hours of total flight time. The pilot had a commercial pilot certificate (airplane single engine land). The pilot was also an airframe and power plant mechanic.
- The pilot worked full time for the operator and did not work for any other companies. The pilot was a very competent and safe with doing aerial application flights.
- It is unknown what other chemicals the pilot was exposed during the week prior to the accident while doing aerial application work.