

Baca County Sheriff's Office

Sheriff Aaron Shiplett



Undersheriff Chris Griffin

265 East 2nd Avenue
Springfield CO, 81073
Office 719-523-4511 Fax 719-523-4587

Incident Report Case# N20-124

Victim: Josh Reid

DOB: [REDACTED]

Nature of Incident: Plane Crash (Fatal)

07/10/20

On 07-10-20 at approx. 1103 Hrs, I, Sheriff Aaron Shiplett with the Baca County Sheriff's Office, was at the Sheriff's Office when Baca County Dispatch received a 911 call reporting a plane crash in the area of US Hwy 287 and County Road HH in Baca County.

Undersheriff Chris Griffin and I went in route to that location and arrived at approx. 1106 Hrs. I went to the downed aircraft and Undersheriff Griffin went to the pilot's location which was approx. 200 yards south of the downed aircraft on CR HH. The aircraft was fully engulfed in flames and was lying in its top in a field just east of Hwy 287 and north of CR HH. I recognized the plane as an AGCAT that was owned and flown by Josh Reid who is the owner and operator for Reid Aerial Spraying out of Springfield, Colorado. The aircraft crash site was approx. 1 mile south of the Springfield Airport which Mr. Reid's business and hanger is located. Undersheriff Griffin radioed that the pilot was conscious and breathing but was complaining of burns to his head, chest, and legs. Undersheriff Griffin also stated that there was some blood coming from one of the pilot's ears. The Springfield Fire Department arrived on scene and one unit went to the aircraft and started to apply water to the flames and the other unit went to the pilot's location at the request of Springfield EMS to decontaminate the pilot before transport in the ambulance. The fire department quickly extinguished the flame in and around the aircraft. Dispatch had notified the FAA of the crash and the FAA was waiting for a call from on scene law enforcement for further details on the crash. Undersheriff Griffin bagged the pilot's clothing and cell phone that were removed from the pilot before transport in the ambulance. Undersheriff Griffin also obtained the contact information for two witnesses that had witnessed the crash and had helped the pilot into their vehicle in an attempt to keep him cool prior to our arrival. Undersheriff Griffin also spoke to another witness that stated that they had witnessed the crash and stated that it appeared that there was white smoke coming from the cockpit of the aircraft prior to impact, but that the smoke was granular in nature and looked solid.

Undersheriff Griffin then joined me at the crash site and we were able to call the FAA Call Center to provide them with more details. We eventually spoke with Leroy Sutton-FAA Denver Office and Courtney Leidler-NTSB Washington DC. We provided them with preliminary information on the crash and the pilot's condition. I then photographed the crash site and obtained some preliminary information about the aircraft, pilot, and the aircraft's load prior to takeoff. Undersheriff Griffin emailed the information to Leroy Sutton.

The aircraft was a yellow Bi-Wing Gulf Steam Areal Sprayer Model # G-164 with serial # 522B which was owned by Reid Aerial Spraying. Undersheriff Griffin was able to confirm the pilot as Josh Reid DOB: [REDACTED] Mr. Reid was airlifted from the Southeast Colorado Hospital by a Care Connect helicopter to Swedish Hospital in Denver, Colorado

and was placed into a coma prior to the flight but was reported as stable at that time. Mr. Reid's wallet was delivered to his wife at the hospital before the medical flight.

We were able to talk with Kirk Guder at the scene of the crash. Mr. Guder works for Mr. Reid and was the last person to see Mr. Reid prior to takeoff from the Springfield Airport. Mr. Guder stated that the aircraft was loaded with 500 lbs. (48.85 gallons) of AGSAVER Glysophate, 15.62 gallons of ATTARUS, and 125 gallons of KUGLAR XRN fertilizer. He also stated that the aircraft had approx. 85 gallons of fuel on board. Mr. Guder said that Mr. Reid was headed to the property of Brian Wood of Two Buttes, Colorado to spray his fields. Guder also stated that Mr. Reid was having trouble with his top wing tank, containing the fertilizer, foaming over onto the windshield of the aircraft. Guder said that Reid had returned to the airport once already to add more de-foaming agent to the tank and had activated the circulating pump in an attempt to correct the problem. Guder stated that he was told by Melissa Reid (Josh Reid's wife) that Josh had told her before they placed him in a coma that he had crashed because "he could not see". Guder took that to mean that the top tank had begun overflowing with foam again and that the foam had obstructed Reid's windshield in his aircraft causing the crash. Guder felt like that would account for the "white solid smoke" report from the witness and that, in his opinion, was foam and not smoke at all.

After talking with Leidler and Sutton it was decided that Sutton would travel to the crash site the next day and that we would secure that site with caution tape and provide extra patrol in the area throughout the night. Undersheriff Griffin continued the investigation with Sutton the next day.

07/14/20

On 07/14/20 at approx. 0233 Hrs, Baca County Dispatch received a call from the Arapaho County Coroner's Office informing us the Josh Reid had died from his injuries sustained in this incident. I was notified by dispatch at approx. 0800 Hrs that same day of the death and assisted the Baca County Coroner's Office with contacting Leidler and Sutton.


Sheriff Aaron Shiplett

Baca County Sheriff's Office Dispatch Record

Incident: 20-1052 5266/911 X 2 PLANE CRASH - 911

Addr: [REDACTED]
City: Springfield CO
Priority: High Nature: 911
Synopsis: RP ADV THAT A PLANE
CRASHED NEAR CC HH. RP
INITIALLY BELIEVED SHE
WAS NEAR LAMAR,
ACTUAL LOCATION
OUTSIDE SPRINGFIELD.

Protocol:
CALL RECIEVED 911 X2 1103
VIA
911/ADMIN/SPD
AND TIME:
Reported by: SHILOH
Phone: [REDACTED]
Status: Closed 4 hrs, 39 mins
7/10/20 11:29 by
Written: mbradburn Updated:
7/14/20 08:16
Scheduled date: 7/14/20 08:14
Disposition: 11:05 PAGED CR HH AND 287
PLANE CRASH
11:07 3042 IN ROUTE
11:08 R42 IN ROUTE
11:11 FAA NOTIFIED 206-231-
2099
REQ OFFICER CALL WHEN
SCENE SECURE
11:14 R42 ON SCENE
11:15 B1 ADV SFD ON SCENE
APPLYING WATER TO
PLANE
11:17 3043 IN ROUTE TO
SECH PT AND CREW
11:19 B1 ADV FIRE IS OUT
11:19 SFD ADV PLANE
EXTINGUISHED FIRE
CONTROLLED
11:22 3043 AT SECH
11:27 R43 DONE ON SCENE

Baca County Sheriff's Office Dispatch Record

11:27 B2 REQ NOTE HAVE
PILOT'S CLOTHING AND
CELL PHONE BAGGED

11:29 R42 DONE ON SCENE

11:29 3043 QUARTERS

11:31 R43 QUARTERS

11:35 R42 QUARTERS

11:38 B2 10-27/29 WITNESS

HENRY,SKYLER N

DOB=[REDACTED]

OLN=[REDACTED]

C/B VALID
[REDACTED]

11:39 B2 10-27/29 WITNESS

SARAH,SHILOH M [REDACTED]
[REDACTED]

C/B VALID
[REDACTED]

REQ CALL BLUE ROSE,
EMPLOYEE THERE ALSO
WITNESSED AND
ATTEMPTED TO GIVE ID
BUT B2'S HANDS WERE
FULL

11:42 R6 IN ROUTE TO SO

11:44 3042 IN ROUTE TO
SECH TO ASSIST WITH
HELICOPTER

11:47 BLUE ROSE

EMPLOYEE - ELIZABETH
WILLET [REDACTED]

12:04 R6 IN ROUTE TO HH
AND 287

12:01 REQ QDA FOR JOSHUA
REED TO ATTEMPT TO FIND
HIS DOB - NONE FOUND

12:17 B2 HAS NUMBER [REDACTED]

[REDACTED] FOR LANDOWNER

TOMMY JACOBS REQ
ATTEMPT TO FIND
ANOTHER NUMBER, B2
LEFT MESSAGE.

12:20 B1 WILL SEND
PICTURES TO CELL PHONE,
REQ COMPOSE EMAIL AND
SEND TO ADDRESS GIVEN

Baca County Sheriff's Office Dispatch Record

IN TEXT

12:54 B2 REQ NOTE WALLET

HAS \$800 CASH IN IT, R6

WILL RUN IT TO THE

HOSPITAL

12:57 3042 QUARTERS

16:06 B1 10-8

16:06 B2 10-8

16:06 R6 10-8

7/14/20 08:16: 02:33 SHANON

ARAPAHO CORONERS

OFFICE

[REDACTED]

JOSH REID

FAX FOR BOB MORROW

FROM SWEEDISH HOSPITAL



BACA COUNTY SHERIFF'S OFFICE
VOLUNTARY STATEMENT
(NOT UNDER ARREST)

Date: 6/1/20 Place: BACA County Time: 6:10

Department: Sheriff Officer:

Name: KIRK D GUDEN Date of Birth:

Sex: M Height: 5'07 Weight: 175 Hair: Bld Eyes: B14 Race: W

Address: Phone Number:

I, the undersigned, make this statement of my own free will.

JOSEPH REID with REID,
aviation was loaded with
500 lbs Ag Saver Glyphosate
(48.85 gal)
15.62 gal of ATTARUS 125 gal
OF XRW a Kuglar product
AIR CRAFT was loaded with
approx. 85 gallon of FUEL.

Witness: _____

Witness: _____

Signature



BACA COUNTY SHERIFF'S OFFICE

SHERIFF AARON SHIPLETT

OFFICE (719) 523-4511 265 EAST 2ND AVENUE FAX (719) 523-4587
SPRINGFIELD, CO 81073

On 07/10/2020 at approximately 1105 hours, I, Baca County Undersheriff Chris Griffin was on duty in the County of Baca in the State of Colorado. On that date and at that approximate time I was dispatched to a report of a aircraft crash near the intersection of US HWY 287 and Baca County Road HH in the County of Baca and State of Colorado.

Sheriff Shiplett and I arrived on scene at approximately 1109 hours. The approximate GPS location of the aircraft crash was 37.442600 -102.617040. Upon arrival, Sheriff Shiplett proceeded to the downed burning aircraft and I proceeded to try to locate the Pilot. I located the Pilot in a vehicle operated by Henry Skyler N. DOB [REDACTED] and Sarah, Shiloh M. DOB [REDACTED] on Baca County Road HH. Upon seeing me, the pilot, identified as Josh Reid DOB: [REDACTED] exited the vehicle and started running toward my patrol vehicle. I knew Mr. Reid to be the owner/operator of Reid Aviation and Aerial Spraying, based out of Springfield Colorado (no state of Colorado business license records located). Upon approaching me, I could see that Mr. Reid was covered in an unknown liquid and lots of dirt that had become muddy upon contact with the unknown liquid. The dirt, mud and liquid covered much of Mr. Reid's clothing (button up shirt and Carhart style pants), face, arms and neck. Mr. Reid also had some blood coming from the area of his right ear but the source of the blood was not evident due to the mud. Mr. Reid asked me to load him in my vehicle and transport him to the hospital. I informed Mr. Reid that the ambulance was only a short distance away and that we needed to wait for their arrival. I instructed Mr. Reid to sit on the ground and limit movement to prevent any further injury, Mr. Reid failed to comply and informed me he was moving because he "felt like he was on fire". I saw no visible burn on his clothing but his hair appeared to show signs of heat application. I asked Mr. Reid what chemical he had on board the aircraft for spraying; he informed me the plane had been loaded with "Round-up".

Once EMS arrived on scene, I gathered contact information for the three known witnesses. Henry Skyler N. DOB [REDACTED] Sarah, Shiloh M. DOB [REDACTED] and Willet, Elizabeth (phone [REDACTED]). Mr. Henry and Ms. Sarah stated that they had observed the crash from the highway. To them it appeared that there was a dense and "particle like" smoke coming from the front of the plane, specifically the cockpit area.

After gathering contact information for known witnesses, I observed that Mr. Reid was nude and was being decontaminated by Springfield Fire Department and Springfield EMS. I assisted with holding a privacy blanket between Mr. Reid and the highway to prevent unnecessary exposure. Mr. Reid was then treated and transported by Springfield EMS.

I gathered Mr. Reid's clothing, clothing contents and cell phone after EMS left with Mr. Reid as they were all left on scene, covered in an unknown liquid and mud. I bagged all items together for transport and placed the bag in my patrol vehicle. I then traveled to Sheriff's Shiplett's location at the downed aircraft.

Upon arrival at the downed aircraft, I noticed that it appeared to be Mr. Reid's bi-wing Ag Cat that he commonly used in the course of his agricultural spraying business. I was familiar with the aircraft due to my personal friendship with the previous aircraft and business owner. The aircraft was mostly burned and there was a strong odor of chemical around the downed aircraft. Sheriff Shiplett and I maintained contact with NTSB and FAA throughout the day. As a result of those conversations the Cell phone was to be retained as evidence and the aircraft was to be taped off to prevent any tampering overnight. Mr. Reid's wallet, which was in his pants, was returned to the Reid family so they could use it to assist with obtaining medical treatment for Mr. Reid.

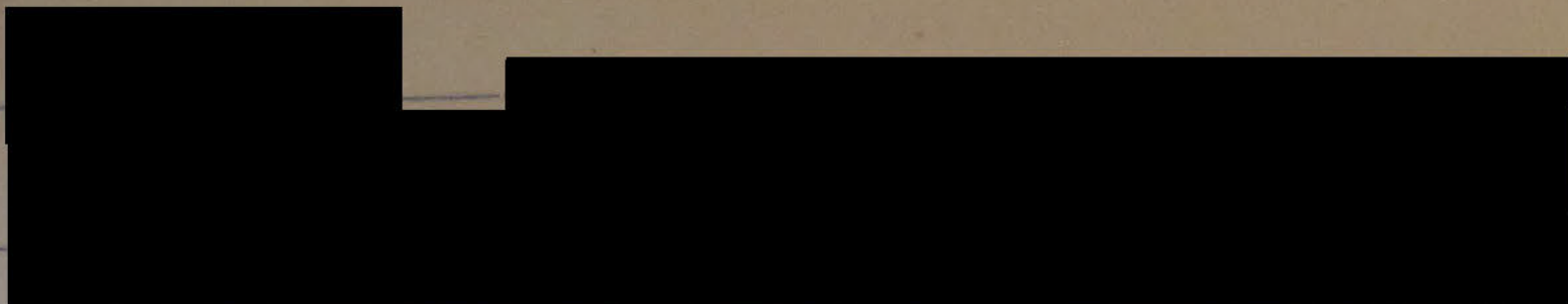
On 07/11/2020 at approximately 1007 hours, I met Leroy Sutton of the FAA at the downed aircraft. I provided Mr. Sutton all witness contact information that I had obtained the day before. I obtained approval from Mr. Sutton to release Mr. Reid's cell phone. I cleared the release with Courtney Leidler of the NTSB. The cell phone was released to a family representative named Kirk Guder on 07/11/2020 at approximately 1139 hours.

On 07/12/2020 I spoke to Melissa Reid, she sounded positive about Mr. Reid's condition at that time. Mr. Reid asked if I had located any keys on scene that belonged to Mr. Reid. I informed Mrs. Reid that there were keys clipped to the belt loop of Mr. Reid's pants upon collection. I informed Mrs. Reid I would recover the keys from the clothing and leave them at the Baca County Sheriff's Officer for her or a representative to collect. I informed Mrs. Reid that the clothing that Mr. Reid was wearing upon my contact with him were covered in mud and liquid and were likely ruined. Mrs. Reid stated that upon our release of the clothing she would allow disposal of the clothing and boots.

[REDACTED]

Undersheriff C. Griffin

Kirk Guder



the ag CAT air craft
is adapted with a Hopper
tank in front of cockpit
tank is Fiberglass the over
flow on top of tank. Josh
was having issues with the
foam foaming on 2nd load
He told his wife that it
foamed over & He couldn't see
out wind screen.

07/13/2020 13:16



RECORD OF CONVERSATION

Michael J. Hodges
Air Safety Investigator
Central Regional Office
Office of Aviation Safety
National Transportation Safety Board

Date: July 24, 2020
Person Contacted: Kirk Guder (Employee of Reid Aviation & Aerial Spraying LLC)
NTSB Case Number: CEN20LA278

Narrative:

The following is a synopsis of the information provided by Kirk Guder to the NTSB investigator-in-charge, via telephone conversation.

- Kirk is an employee for Reid Aviation & Aerial Spraying LLC. Kirk does ground loading and ground support operations for the company owner and pilot, Josh Reid. Kirk, Josh, and Melissa Reid (Josh's wife) are the only company employees.
- Reid Aviation and Aerial Spraying LLC is based out of the Springfield Municipal Airport (8V7), Springfield, Colorado, and has one aerial application airplane.
- Chemical was only kept in the hopper of the airplane.
- During the accident flight, foam was coming out of the hopper overflow, which is in front of the cockpit.
- Foaming has happened before on previous loads, but on the ground.
- Kirk didn't know of any modifications to the hopper by the pilot or by the previous airplane owner.

*****NOTHING FOLLOWS*****

Date: August 31, 2020
Person Contacted: Kirk Guder (Employee of Reid Aviation & Aerial Spraying LLC)
NTSB Case Number: CEN20LA278

Narrative:

The following is a synopsis of the information provided by Kirk Guder to the NTSB investigator-in-charge, via telephone conversation.

- The hopper would get washed by the pilot after every flight.
- On the day of the accident, a test jar of the chemical used in the hopper was not done by him or the pilot.

*****NOTHING FOLLOWS*****



RECORD OF CONVERSATION

Michael J. Hodges
Air Safety Investigator
Central Regional Office
Office of Aviation Safety
National Transportation Safety Board

Date: August 07, 2020

Person Contacted: Melissa Reid (Wife of the Accident Pilot, Josh Reid)

NTSB Case Number: CEN20LA278

Narrative:

The following is a synopsis of the information provided by Melissa Reid to the NTSB investigator-in-charge, via telephone conversation.

- Josh was alert when he was at the hospital after the accident. Josh reported to Melissa that there was a reaction of the chemical in the hopper and it was foaming “really bad” while in flight. The foam was coming out of the hopper. The foam covered the windshield, it blocked his line of sight, and he couldn’t see while flying. Josh did not say exactly where the foam was coming out of the hopper.
- This was Josh’s first time using the chemical. Foaming has happened before on previous flights, he would add in a de-foaming agent, and the rest of the job would be fine.
- Josh did not report any mechanical malfunctions or failures with the airframe and engine for the accident flight. He reported several days to prior to the accident flight that the airplane was running “really great.”
- The accident happened on Friday, July 10, 2020, and the accident flight was the second flight of the day.
- On Thursday, July 9, 2020, Josh was working around the hangar and was not flying.
- On Wednesday, July 8, 2020, Josh flew an aerial application flight that evening.
- On Tuesday, July 7, 2020, it could not be recalled as to what Josh’s activities were that day.
- The business, Reid Aviation & Aerial Spraying LLC, is based out of the Springfield Municipal Airport (8V7), Springfield, Colorado, and has three employees total and one aerial application airplane.
- Melissa has known Josh for 20 years and they have been married for 14 years.
- Josh has been an aerial application pilot for 7 years. He has owned his aerial application business for 7 years. He did not do any aerial application work for any other businesses.
- Josh would consume a few cups of coffee a day.
- Josh did not use any type of drugs.
- Josh would sometimes have a few alcohol beverages at night.
- Josh did not use tobacco.
- Josh had no sleep or fatigue issues.

- Josh had no medical issues.
- Josh lived an active and busy lifestyle.
- Josh had no major recent stress events in his life.
- Josh never reported any concerns with flying or with the airplane. Josh loved flying and was very comfortable flying.

*****NOTHING FOLLOWS*****

From: [REDACTED]
To: [REDACTED]
Subject: Re: CEN20LA278 - N6917K Maintenance Records Information/Flight Times Request
Date: Friday, October 2, 2020 15:36:00
Attachments: [Hopper Install.pdf](#)
[Engine Inspection.pdf](#)
[Propeller Inspection.pdf](#)
[Airframe Inspection.pdf](#)

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

This is all the information you have requested. I have attached copies of documents like you requested. If you have any questions I will be happy to try and answer them.

Thank you,

Melissa Reid

1. Airframe.

a. Type of hopper installed (make, model, and serial number).

make-Herr 335 gal

b. Any modifications to the hopper.

none

c. Total airframe time.

7,630.3 as of 4/19 + (estimated additional 550 hours added for remainder of 2019 and for this year)

d. Time since last inspection.

estimated 550 hours

e. Date of last airframe annual inspection, what work was done, and what A&P mechanic (and certificate number) did the work.

4/1/19 documentation is attached with the information

2. Engine.

- a. Type of engine installed (make, model, and serial number).

Pratt & Whitney

model - #S3H1-G

S/N - ZP104632

- b. Total engine time.

3298.0 + (estimated additional 550 hours added for remainder of 2019 and for this year)

- c. Time since last inspection.

estimated 550 hours

- d. Date of last annual engine inspection, what work was done, and what A&P mechanic (and certificate number) did the work.

4/1/19 documentation is attached with the information

3. Propeller.

- a. Type of propeller installed (make, model, and serial number).

Make - Hamilton Standard

Model - 23D40-311

Hub Serial #N216165

Blade Model #7005A-185

- b. Total propeller time.

unknown

- c. Time since last inspection.

estimated 550 hours

- d. Date of last propeller annual inspection, what work was done, and what A&P mechanic (and certificate number) did the work.

4-1-19 documentation is attached

Also, if you know any flight times for your husband (via insurance information or other documents):

a. Total flight time.

estimated 2014 hours

b. Total flight time in the accident make and model airplane.

estimated 1591 hours

c. Flight time with the last 12 months, 6 months, and 3 months.

12 months - estimated 70 hours,

6 months - estimated 55 hours

3 months - estimated 45 hours

d. The date of the last flight review.

3-1-18

On Tue, Sep 1, 2020 at 1:36 PM Hodges Michael [REDACTED] wrote:

Thank you, no rush.

If you are able to send photos of the supporting pages, that would be much appreciated.

Mike

Mike J. Hodges, MS

Air Safety Investigator

Central Regional Office

Office of Aviation Safety

National Transportation Safety Board

4760 Oakland Street, Suite 500

Denver, Colorado 80239-2793

United States of America

<http://www.nts.gov>

Cellular/SMS: [REDACTED]

Facsimile: [REDACTED]

[REDACTED]

Response Operations Center (24/7): 1-844-373-9922

“We always need to prepare ourselves for handling the unexpected.” – Neil A. Armstrong

From: [REDACTED]
Sent: Tuesday, September 1, 2020 11:23
To: Hodges Michael [REDACTED]
Subject: Re: CEN20LA278 - N6917K Maintenance Records Information/Flight Times Request

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

I can send you the information when I get a chance. I am working on a lot of things right now, so please just be patient I will get it to you as soon as I can.

Thanks,

Melissa

Sent from my iPhone

On Sep 1, 2020, at 9:14 AM, Hodges Michael [REDACTED]

wrote:

Hi Melissa,

LeRoy Sutton from the Denver FSDO is able to travel to Springfield to help look through the maintenance records with you.

Please let me know what works for you.

Thank you.

Mike

Mike J. Hodges, MS

Air Safety Investigator

Central Regional Office

Office of Aviation Safety

National Transportation Safety Board

4760 Oakland Street, Suite 500

Denver, Colorado 80239-2793

United States of America

<http://www.nts.gov>

Cellular/SMS: [REDACTED]

Facsimile: [REDACTED]

[REDACTED]

Response Operations Center (24/7): 1-844-373-9922

“We always need to prepare ourselves for handling the unexpected.” – Neil A. Armstrong

From: Hodges Michael
Sent: Monday, August 31, 2020 15:49
To: [REDACTED]
Cc: Sutton, LeRoy (FAA) [REDACTED]
Subject: CEN20LA278 - N6917K Maintenance Records Information/Flight Times Request

Hi Melissa,

Thanks for your time earlier on the phone.

I understand you found the maintenance records for N6917K recently.

I understand you do not want to send off the maintenance records to the NTSB and the FAA at this time, but if you are able to please provide me the following information from the records, that would be much appreciated.

1. Airframe.
 - a. Type of hopper installed (make, model, and serial number).
 - b. Any modifications to the hopper.
 - c. Total airframe time.
 - d. Time since last inspection.
 - e. Date of last airframe annual inspection, what work was done, and what A&P mechanic (and certificate number) did the work.

2. Engine.

- a. Type of engine installed (make, model, and serial number).
- b. Total engine time.
- c. Time since last inspection.
- d. Date of last annual engine inspection, what work was done, and what A&P mechanic (and certificate number) did the work.

3. Propeller.

- a. Type of propeller installed (make, model, and serial number).
- b. Total propeller time.
- c. Time since last inspection.
- d. Date of last propeller annual inspection, what work was done, and what A&P mechanic (and certificate number) did the work.

Also, if you know any flight times for your husband (via insurance information or other documents):

- a. Total flight time.
- b. Total flight time in the accident make and model airplane.
- c. Flight time with the last 12 months, 6 months, and 3 months.
- d. The date of the last flight review.

Thank you.

Mike

Mike J. Hodges, MS
Air Safety Investigator
Central Regional Office
Office of Aviation Safety
National Transportation Safety Board

4760 Oakland Street, Suite 500
Denver, Colorado 80239-2793
United States of America
<http://www.nts.gov>

Cellular/SMS: [REDACTED]

Facsimile: [REDACTED]

[REDACTED]

Response Operations Center (24/7): 1-844-373-9922

“We always need to prepare ourselves for handling the unexpected.” – Neil A. Armstrong

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forwarding what you received and then delete all copies of the correspondence and attachments from your computer system. Any use, distribution, or disclosure of this message by unintended recipients is not authorized and may be unlawful.

From: [REDACTED]
To: [REDACTED]
Subject: Re: CEN20LA278 (N6917K) - Clothing Question
Date: Thursday, February 11, 2021 10:53:03

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

He was not. He was wearing jeans or khaki cargo pants (can't remember at this point) and a western button up shirt with boots.

On Tue, Feb 9, 2021 at 6:07 PM Hodges Michael [REDACTED] wrote:

Hi Melissa,

I hope you are doing well.

I have a follow-up question please.

Was your husband wearing one of those flame-resistant Nomex (aramid fabric) flight suits during the accident flight? Here is an example:



Or was he wearing normal everyday clothes (such as a tee shirt and jeans)?

The reason I ask, I know sometimes aerial application pilots will wear that type of flight suit.

Thank you again.

Mike

Mike J. Hodges, MS, CHP

Air Safety Investigator

National Transportation Safety Board

4760 Oakland Street, Suite 500

Denver, Colorado 80239-2793

Cellular/SMS: [REDACTED]

Facsimile: [REDACTED]

Response Operations Center (24/7): 1-844-373-9922

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**Allied AgCat**

P.O. Box 482

Walnut Ridge, AR 72476

To: Mike J. Hodges, MS
Air Safety Investigator

Ph:

Fx:

Re: N6917K
G164B Serial 522B

Date: 07/15/2020

Dear Sir:

Inre your invitation to participate in the investigation of the 07/11/2020 accident, as President of Allied AgCat Productions, Inc., I must decline. Our financial condition as well as heavy workload are such as to preclude any personal on-site inspections...which, under the stated circumstances, would not involve any structural/airframe issues. The photos inform that the airplane has been subjected to numerous after-market modifications including what appears to be an enlarged hopper, tall/straight fin/rudder, added wheel brake calipers, rudder servo-tab, airfoil spray booms, tailwheel/fork/swivel assy replacement, and the radial/piston to turbine power-plant. I would note enlarged hoppers often modified the top door, hinging them forward and with a rear "hold-down" closure latch. From the enclosures you can see the Transland-vented hopper (original equipment) had a right side hinged door w/2 left side hold-down latch assys, AND the venting system was routed to exit forward of the I-Beam on the belly of the airplane.

I don't show that we've done any business with the owner, and the airplane would have been new in 1979-1980. We purchased the AgCat Program in 1998.

I will, of course, be happy to reply to any questions for which our input would be of value, and I pray for the pilot's recovery.

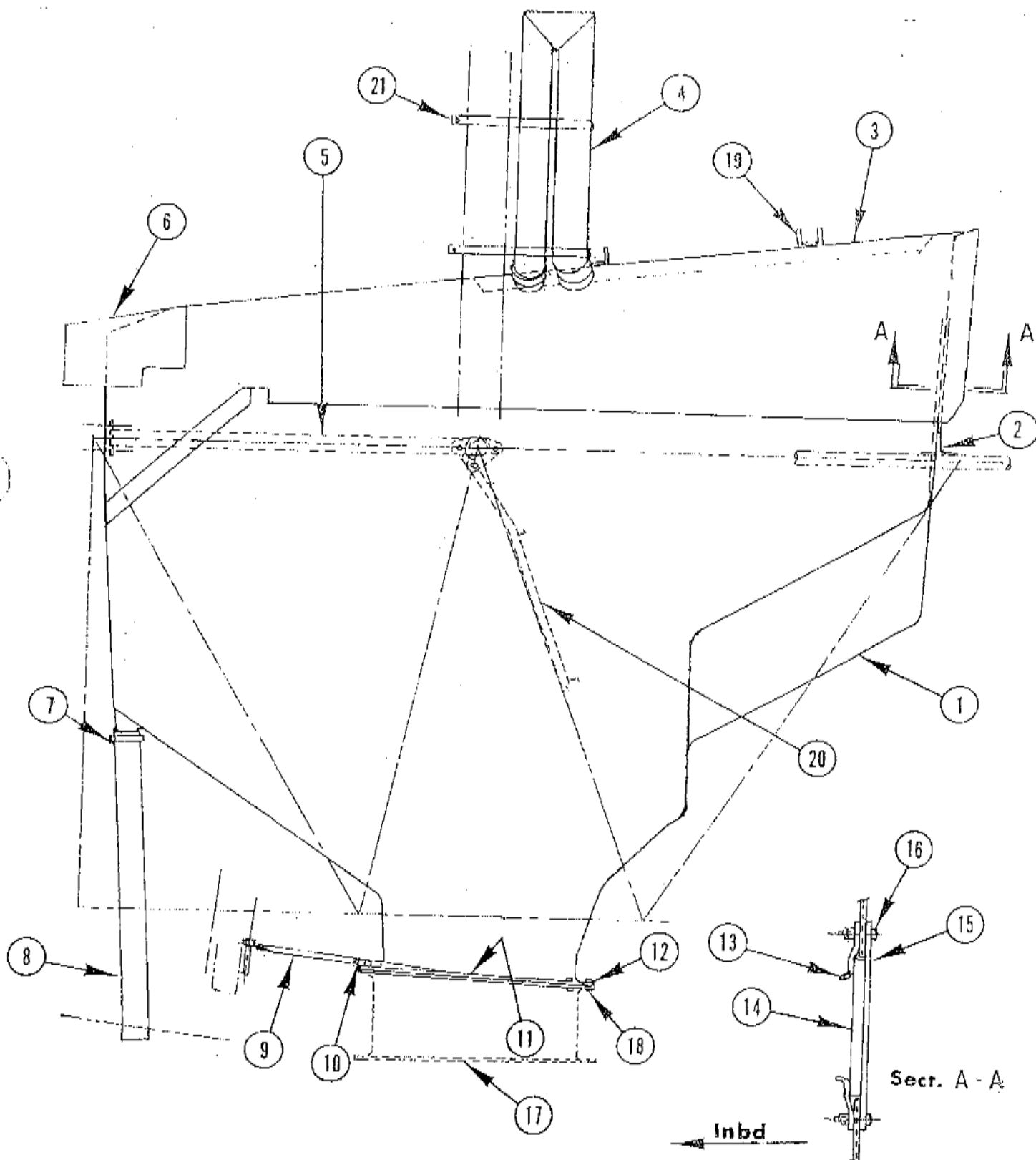
Sincerely,

Frank Kelley
President

P.S. Don't have an electronic copy of the POH/AFM, but will send you a hard copy via FedEx if you wish. Perhaps you can make your copy & return to me?

AG-CAT, G164, A & B SPARE PARTS

A2922 HOPPER ASSEMBLY EFF: A/C 1695A & UP & A/C 177B THRU 659B



AG-CAT, G164, A & B SPARE PARTS

A2922HOPPER ASSEMBLY, 285 GAL., EFF: A/C 1695A & UP & A/C 177B
THRU 659B

FIGURE AND INDEX NO.	PART NO.	NAME	UNITS PER ASSY.	MODEL and EFF
1.	54465	Hopper Assy (Transland) (285 Gal.)	1	
2.	A1465-101	Bracket, L.H.	1	
	AN4-10A	Bolt	4	
	AN4-13A	Bolt (Alternate)	4	
	AN365-428	Nut	4	
	AN960-416L	Washer	4	
	A1465-102	Bracket, R.H.	1	
	AN4-10A	Bolt	4	
	AN4-13A	Bolt (Alternate)	4	
	AN365-428	Nut	4	
	AN960-416L	Washer	4	
3.	22210	Door Assy (Transland)	1	
4.	A2489-1	Hopper Vent System	1	
5.	A3385-1	"A" Frame Assy	1	435B-659B
	AN4C26A	Bolt (Aft)	6	
	AN363C428	Nut	6	
	AN960C416	Washer	6	
	AN5C24A	Bolt (Fwd)	2	
	AN363C524	Nut	2	
	AN960C516	Washer	2	
	A1472-1	"A" Frame Assy	1	1695A-1730A 177B-434B
	AN4-27A	Bolt (Aft)	4	
	AN4-36A	Bolt (Aft)	2	
	AN365-428	Nut	6	
	AN960-416L	Washer	6	
	AN5-24A	Bolt (Fwd)	2	
	AN5-26A	Bolt (Fwd) (Alternate)	2	
	AN365-524	Nut	2	

* IF NO MODEL NO. OR EFF. IS INDICATED PART IS TO BE USED FOR SPARES ON ALL G164, A & B AIRCRAFT.

MADE IN U.S.A.

AG-CAT, G164, A & B SPARE PARTS

A2922 HOPPER ASSEMBLY, 285 GAL., EFF: A/C 1695A & UP & A/C 177B
THRU659B

FIGURE AND INDEX NO.	PART NO.	NAME	UNITS PER ASSY.	MODEL and EFF.
5. (Cont)	AN960-516	Washer	2	
6.	A1467-101	Panel Assy	1	
7.	AN737TW98	Clamp, Hose	2	
8.	A2922-11	Hose, 2.5" I.D.	2	
9.	A1962-1C	Brace Tube Assy	2	
10.	A1962-77	Angle, L.H.	1	
	A1962-88	Angle, R.H.	1	
	AN5-7A	Bolt	2	
	AN365-524	Nut	2	
	AN960-516	Washer	2	
	AN4-13A	Bolt	6	
	AN365-428	Nut	6	
	AN960-416	Washer	6	
11.	A1469-4	Nut Strip, L.H.	1	1695A-1725A 177B-334B
	A1469-3	Nut Strip, R.H.	1	1695A-1725A 177B-334B
12.	A1469-1	Nut Strip	1	
13.	40465	Window Frame (Transland)	1	
14.	60197	Window (Transland)	1	
15.	10031	Window Frame (Transland)	1	
16.	80988	Screw (Transland)	18	
	80570	Nut (Transland)	18	
	81219	Washer (Transland)	18	
17.	A1464-1	Sump Assy	1	1695A-1725A 177B-334B
	A5764-101	Sump Assy	1	1726A & Up 335B-659B
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AG-CAT, G164, A & B SPARE PARTS

A2922 HOPPER ASSEMBLY, 285 GAL., EFF: A/C 1695A & UP & A/C 177B
THRU 659B

FIGURE AND INDEX NO.	PART NO.	NAME	UNITS PER ASSY.	MODEL and EFF
18.	AN4-12A	Bolt	24	1695A-1725A 177B-334B
	AN4-14A	Bolt	8	
	AN365-428	Nut	32	
	AN960D416	Washer	32	
	AN507-6-14	Screw	12	
	AN365-632	Nut	12	
	AN960-6	Washer	12	
19.	40780	Hinge Half (Transland)	2	1695A-1725A 177B-334B
	AN4C24A	Bolt	2	
	AN4-11A	Bolt	6	
	AN365C428	Nut	8	
	AN960C416	Washer	8	
20.	20817	Baffle (Transland)	1	1695A-1725A 177B-334B
21.	A2489-21	Clamp	2	
	AN525-10R12	Screw	2	
	AN365-1032	Nut	2	
	AN960-10L	Washer	2	

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