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To: [REDACTED]

Hi sir,

Thanks for your time on the phone yesterday.

Can you please get with your pilot and fill out and email back to me the NTSB Form 6120.1?

https://www.nts.gov/Documents/6120_1web_Reader.pdf

If you can include the following additional information on a separate document, that would be great please:

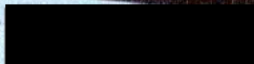
1. What flight of the day was the pilot on when the accident occurred?
2. What was the estimated size of the dust devil?
3. What was the airplane's estimated altitude (above ground level) and airspeed when it encountered the dust devil?
4. Was there any visible debris (like dirt or leaves) inside the dust devil?
5. When the airplane encountered the dust devil, what actions did the pilot take?
6. Have dust devils been seen before in this area? Are there certain times of the year when dust devils are seen in this area?
7. Before flight operations began that day, did the pilot notice any areas of concern when he checked the weather data during his pre-flight?
8. How much chemical (pounds) was onboard the airplane at the time of the accident?
9. What type of chemical was onboard?
10. What type of crop was the chemical going to be applied to?
11. When the dust devil was encountered, did the pilot attempt an emergency chemical dump?
12. How much fuel (pounds - estimated) was onboard the airplane when it encountered the dust devil?

Thank you sir and have a good week.

Mike

6/7/23, 9:11 AM

 Gmail

Fwd: N8405K (Grumman G-164B) Accident - NTSB Form 6120.1 Update - 

 Search mail

1. # 34 had done 68,000# +/- @ 2000#
2. 8-10' diameter
3. was rotating to break ground
4. NO
5. was already at full power and simply tried to get aircraft in the air for ground effect.
6. YES encountered several in earlier flights and one on approach to land. But not visible and nonavailable.
7. Nothing unusual about the day
8. approximately 1800#
9. pelletized fertilizer
10. Rice
11. No - flying airplane priority
12. roughly 5/8 full or 72 gallon or 432#