

From: [REDACTED]
To: [REDACTED]
Subject: FW: N9082C
Date: Wednesday, January 31, 2024 8:23:33 AM
Attachments: [image001.jpg](#)
[image002.png](#)

For you FYI - I received this yesterday, and I sent him a reply asking to speak with him. It appears that we don't have an engine issue after all. I will let you know when he replies if you want to get on the call but this changes things.

Please consider the environment before printing this e-mail.



Pierre Scarfo
Aerospace Engineer - Powerplants Lead
National Transportation Safety Board

[REDACTED]
[REDACTED]
[REDACTED]

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From: Paul Deal [REDACTED]
Sent: Tuesday, January 30, 2024 2:45 PM
To: Jean-Pierre Scarfo [REDACTED]
Subject: N9082C

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Mr. Scarfolt

I am writing regarding the incident involving N9082C on 8-15-2023. I had been corresponding with Mr. Folkerts previously and was informed that you have taken over this matter from him. After trying for some time to access some more detailed track logs from the incident we have finally had some success. After viewing a track log with speed and altitude data I must say that my recollection of the event does not match to what the log data shows. The log shows no loss of airspeed that would indicate a loss of power before the initial impact with the ground. After seeing this I am not confident that my original recollection of the event was accurate, and I am also no longer confident in saying that there was a power loss. With this new information It would appear to me that this incident was likely caused by pilot error. It has become evident to me that my memory of the event in that moment are patchy, scrambled, and likely inaccurate. I apologize that this likely changes your investigation, but I wanted to be up front with you after seeing this new information.

I am not sure if you are still working this case. If not, could you please pass this along to whoever it may pertain to?

Paul Deal
Dakota Air Spray Wahpeton

[REDACTED]
[REDACTED]

