

From: [REDACTED]
To: [REDACTED]
Subject: Re: CEN24LA229 (N1746S, Aero Commander S2R) - Additional Questions/Requests
Date: Saturday, June 22, 2024 18:45:28

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1. Was an emergency hopper dump performed after the impact with ducks? No, He was on his last pass of the field and was going to head back to the airport. Hopper had 20 gallons of spray in it at most. It was also never breached during the accident.
2. I saw that the pilot egressed from the cockpit via a broken window on the left side of the cockpit. Was the right side cockpit door jammed from the accident, or was there a malfunction with the right side cockpit door? The door was jammed with mud.
3. Were there any prior encounters with ducks or other birds on the day of the accident? He had seen numerous birds throughout the day, much like any normal day. But there was no impacts on the aircraft prior to the one that took him down.
4. The general area that was being flown in, is it common to see ducks or other birds while performing aerial application work? Yes, it is very common.
5. Was the pilot wearing an airplane flight helmet during the accident flight? Yes he was.

I have two additional requests please.

1. Can you please send me a copy of the loss of engine power procedure from the airplane flight manual? will send a picture in a separate email of all the emergency procedures. Please be mindful. I don't believe he had time to go through any of them. He lost his engine at about 20'AG.
2. Can you please send me a copy of the forced landing procedure from the airplane flight manual?

On Thu, Jun 20, 2024 at 12:21 PM Michael Hodges [REDACTED] wrote:

Hi sir,

I hope you are doing well.

I have a few additional questions please about the accident.

1. Was an emergency hopper dump performed after the impact with ducks?
2. I saw that the pilot egressed from the cockpit via a broken window on the left side of the cockpit. Was the right side cockpit door jammed from the accident, or was there a malfunction with the right side cockpit door?
3. Were there any prior encounters with ducks or other birds on the day of the accident?
4. The general area that was being flown in, is it common to see ducks or other birds while performing aerial application work?
5. Was the pilot wearing an airplane flight helmet during the accident flight?

I have two additional requests please.

1. Can you please send me a copy of the loss of engine power procedure from the airplane flight manual?
2. Can you please send me a copy of the forced landing procedure from the airplane flight manual?

Thank you again for all the help.

Mike

Mike J. Hodges, MS

Aviation Accident Investigator, Central Region

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Website: www.nts.gov

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

Work Hours: Monday-Friday, 0900-1730 Central Time

“Don’t let yesterday use up too much of today.” – Will Rogers

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Isaac Wilde
Wilde Air Service LLC

[REDACTED]