

From: [REDACTED]
To: [REDACTED]
Subject: Re: CEN24LA318 (N4004K, Ayres S2R-600) - Spray Boom Pressure Gauge Question
Date: Tuesday, September 24, 2024 10:55:15
Attachments: [image003.png](#)
[Outlook-05nitnke.png](#)

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Good morning Michael,

I hope that you are doing well. Sorry, I thought I had responded last week! Greetings from Colombia by the way. Thrush has a boom pressure gauge in the MVP system in the dash with the rest of the engine and airframe instruments on all newer aircraft (2012+).

If there is anything else that I can help with, please let me know.

Kevin Pierce
VP of Sales Support and Services

Thrush Aircraft, LLC

P: [REDACTED]
C: [REDACTED]
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From: Michael Hodges [REDACTED]
Sent: Wednesday, September 11, 2024 6:11 PM
To: Kevin Pierce [REDACTED]
Subject: CEN24LA318 (N4004K, Ayres S2R-600) - Spray Boom Pressure Gauge Question

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Hi Kevin,

I hope you are doing well sir.

I am working CEN24LA318 (N4004K, Ayres S2R-600). Here is the NTSB preliminary report:

<https://data.nts.gov/carol-repgen/api/Aviation/ReportMain/GenerateNewestReport/194940/pdf>

On the accident airplane, the spray boom pressure gauge broke off during the accident

sequence.

Here is an exemplar photo from one of the operator's airplanes, showing the same setup:



The operator has five Thrush Aircraft S2R series airplanes. All the operator's airplanes have a spray boom pressure gauge that is mounted on the left side spray boom and that is the only

source of reading spray boom pressure on their airplanes.

I did some basic searching (not a full extensive search) in the NTSB accident/incident database. I found another similar accident with CHI03LA273 (N4114A, Ayres S2R-T660). Here is the final NTSB report:

<https://data.nts.gov/carol-repgen/api/Aviation/ReportMain/GenerateNewestReport/57780/pdf>

It appears that N4004K (the accident airplane), the N38HA (the exemplar airplane), and N4114A (the previous accident airplane) all have the same FAA type certificate (A4SW).

The concern on my end is, we have had at least two accidents, where pilots are having to look outside of the cockpit at an essential gauge for aerial application work.

Are your airplanes released from the factory with a spray boom pressure gauge mounted on the spray boom? Or do they leave the factory with the spray boom pressure gauge mounted in the cockpit?

I am trying to do some research on this topic. Any information you can share on this topic would be helpful please.

Thank you for the help.

Mike

Mike J. Hodges, MS
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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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