

From: [REDACTED]
To: [REDACTED]
Subject: Re: CEN24LA318 (N4004K, Ayres S2R-600) - Spray Boom Pressure Gauge Question
Date: Tuesday, February 4, 2025 8:52:02 AM

[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.

Hey good morning I left you a voicemail also and a pond for the review that plane originally come with a piston engine and during the turbine conversion and MVP 50 digital dash was installed and there is an isolator on the table and it reads digital pressure on the on the booms and the rest of my planes have the same system but originally that was not a factory option in that plane because it was a piston engine so the digital pressure in the MVP 50 would have showed the same as that gauge that gauge is for ground reference only not for air reference and I'm glad all this is coming up we try to stay and compliance with the FAA and the Michigan department of agricultural let me know if there's anything I can do to help to make sure we stay in compliance thank you

On Mon, Feb 3, 2025, 10:17 PM Michael Hodges [REDACTED] wrote:

Hi sir,

No worries, I hope you are feeling better now.

I appreciate the background information on that.

I wanted to please ask because I saw in the Thrush S2R illustrated parts catalog, it showed the spray boom pressure gauge as being located in the cockpit.

Thank you.

Mike

Mike J. Hodges, MS

Aviation Accident Investigator, Central Region

National Transportation Safety Board

14291 East 4th Avenue, Suite 7-300

Aurora, Colorado 80011

Cellular: [REDACTED]

Facsimile: [REDACTED]

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

From: Greg Wing [REDACTED]
Sent: Friday, January 31, 2025 7:25 PM
To: Michael Hodges [REDACTED]
Subject: Re: CEN24LA318 (N4004K, Ayres S2R-600) - Spray Boom Pressure Gauge Question

[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.

Mike I do apologize I actually was hospitalized for a couple days for a severe ulcer and realize I have not gotten back with you. So when that plane arrived from California there was no booms with the plane at the time of purchase and there was no pressure gauge in the cockpit the booms that we installed were from a plane that we sold previously the pressure gauge was existing and the pressure gauge is more for ground adjustment of the pressure for this spray system not for the pilot they are ground adjustable pumps they are not in cockpit adjustable pressure pumps they have been on every plane that's gone through our facility for the last 15 years they are on numerous other planes in the state of Michigan and the Gage is also used when we do the Michigan department of agricultural Operation safe fly in and we install it on their spray tanks to adjust pressure for gallons per acre I apologize for this being so late my phone number is [REDACTED] if you'd like to give me a call Monday morning that would be absolutely fine I'm also curious what the end extent of this investigation is just

curiosity thank you have a good night

On Fri, Jan 31, 2025, 5:13 PM Michael Hodges [REDACTED] wrote:

Hi Greg and Dana,

I am following up on this please from last week.

Thank you.

Mike

Mike J. Hodges, MS

Aviation Accident Investigator, Central Region

National Transportation Safety Board

14291 East 4th Avenue, Suite 7-300

Aurora, Colorado 80011

Cellular: [REDACTED]

Facsimile: [REDACTED]

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

From: Michael Hodges

Sent: Wednesday, January 22, 2025 10:33 AM

To: Greg Wing [REDACTED]; Dana Burmeister [REDACTED]

Subject: CEN24LA318 (N4004K, Ayres S2R-600) - Spray Boom Pressure Gauge Question

Good morning Greg and Dana,

I hope things are going well in Michigan.

I have question about N4004K, Ayres S2R-600) please.

When your operation originally purchased this airplane back in May 2021, did it come with the pressure gauge mounted on the left spray boom?

Or was that a modification (moving the spray boom pressure gauge from the cockpit to the left spray boom) that Heritage Ag performed after the airplane was bought?

I appreciate the clarification and help. Thank you.

Mike

Mike J. Hodges, MS

Aviation Accident Investigator, Central Region

National Transportation Safety Board

14291 East 4th Avenue, Suite 7-300

Aurora, Colorado 80011

Cellular: [REDACTED]

Facsimile: [REDACTED]

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

CONFIDENTIALITY NOTICE - THIS E-MAIL TRANSMISSION MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL, PROPRIETARY, SUBJECT TO COPYRIGHT, AND/OR EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAW. IT IS FOR THE USE OF INTENDED RECIPIENTS ONLY. If you are not an intended recipient of this message, please notify the original sender immediately by 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.

CONFIDENTIALITY NOTICE - THIS E-MAIL TRANSMISSION MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL, PROPRIETARY, SUBJECT TO COPYRIGHT, AND/OR EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAW. IT IS FOR THE USE OF INTENDED RECIPIENTS ONLY. If you are not an intended recipient of this message, please notify the original sender immediately by 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.