



MEMORANDUM FOR RECORD

Todd Gunther
Air Safety Investigator
Eastern Region

Date: October 31, 2017
Subject: Information from Kyle Schroeder (Air Tractor)
NTSB Accident Number: ERA17LA286

Post-accident weight calculations were as follows:

Empty weight (per original factory w&b sheet): 4,375 lbs

This was later revised using the pilot's provided empty weight for the airplane of 4,444.50 lbs. (*See Revised Total Weight)

Pilot: 170 lbs

Unusable Fuel: 40 lbs

Fuel (120 gallons @ 6.74 lbs/gal): 809 lbs

Hopper Contents (Note 1): 3,400 lbs

Total Weight: 8,794 lbs

*Revised Total Weight: 8,863.5 lbs

(Note 1: Based on an average weight of 8.5 lbs/gal. This load is assuming the following loadout per 5 gallons of mixture: 1 gallon of NaClO₃ at 9.1 lbs/gal, 2.5 pints of Gramoxone at 9.12 lbs/gal, and balance of water at 8.33 lbs/gal).

According to Mr. Schroeder, the weight was heavy for a AT-402A and above anything that they had ever tested at Air Tractor. He added however, that CAM 8 specifically says that agricultural operators may operate at higher loads than those certificated. Mr. Schroeder estimated the hopper load was about 4% higher than the maximum placarded hopper capacity of 3,250 lbs.

Mr. Schroeder also advised that Air Tractor did not have published weight and balance data above the certificated gross weight of 7,000 lbs. He was however able to estimate the takeoff distance using takeoff data from a similar airplane from a previous company test program. The calculated ground roll distance for that airplane, on a paved surface at 35°C at sea level was estimated to be 2,322 ft.