

TRANSCRIPT OF PROCEEDINGS

Investigation of:)
)
OPERATOR AND GROUND CREW) Accident No.: WPR24FA201
INTERVIEW)
)

Interview of: CASEY SEAMONS, Mud Lake Division, Operations
BRANDON VISSER, Owner, Visser Ag Desert Air

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UNITED STATES OF AMERICA
NATIONAL TRANSPORTATION SAFETY BOARD

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Tuesday,
June 25, 2024

Interview of: CASEY SEAMONS, Mud Lake Division, Operations
BRANDON VISSER, Owner, Visser Ag Desert Air

APPEARANCES:

DAN BAKER, Investigator in Charge,
National Transportation Safety Board

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1 P R O C E E D I N G S

2 MR. BAKER: This is Dan Baker with the NTSB IIC
3 for WPR24FA201 conducting a joint interview with Casey
4 Seamons of Ag -- Desert Air Ag and Brandon Visser of
5 Desert Air Ag, and it is June 25, 2024. And if you
6 could just introduce yourselves, please?

7 MR. SEAMONS: My name is Casey Seamons of Visser
8 Ag Desert Air. I'm the, I guess, the operations guy
9 for the Mud Lake Division.

10 MR. BAKER: Okay.

11 MR. VISSER: I'm Brandon Visser, Owner of Visser
12 Ag Desert Air.

13 INTERVIEW OF CASEY SEAMONS

14 BY MR. BAKER:

15 Q Okay. All right. Perfect. Yeah, so like we
16 talked about, Casey, if you could just kind of walk
17 through the day, you know, how it started and what
18 everybody was kind of doing for the day and what the
19 plan was?

20 A Yeah. So this is actually -- both of these work
21 orders are their -- were their first jobs of the day.
22 Sage worked two other work orders before he got to
23 this one. Originally, he was plan -- he -- we were
24 planning on him starting on this one, but when the
25 crew got there, there wasn't enough chemical to start

1 this one, so we took care of the two other jobs before
2 we got to this one, and I believe it was five or six
3 loads total between those two other jobs before he
4 started here.

5 Q Okay.

6 A Same with Jeff. He -- on that work order, he had
7 another one that he finished up before starting that
8 one.

9 Q Okay. And what time did you guys start that day?

10 A I think we fired up around 5:30.

11 Q Okay. Were the aircraft based out of Arco for
12 the day or --

13 A No, we started here, fired up here, and they
14 ferried over to Arco.

15 Q Okay. Okay. And then did they -- were they
16 loaded here for the first loads, or they --

17 A No, no. They went over empty.

18 Q Went over empty? Okay. And did they -- did you
19 conduct any refueling at all when they got over there
20 prior to the accident, or had they --

21 A I'm sure they had to have refueled several times
22 throughout the day.

23 Q Okay.

24 A So they usually don't top off. They'll just come
25 grab some fuel so they can maintain their weight.

1 Q Okay. Okay. So you guys have both a chemical
2 and a fuel truck there then?

3 A Mm-hmm.

4 Q Okay. Okay. So let's talk through -- let's just
5 talk Jeff to start out with. What -- do you know
6 which fields he had flown prior to the accident work
7 order, if you will?

8 A Yeah, so he was working a little further up north
9 in the valley to begin with, and then he worked down,
10 and I think his last field was kind of down over here.
11 It was -- he was doing all potatoes. Sage was doing
12 all the grain so they can kind of stay separated. You
13 can -- so I guess he was worked up -- started up the
14 valley and worked his way down south. Sage, I believe
15 he -- his first fields were over in this area, and I
16 can't remember, 500, 450, 500 acres there, something
17 like that, and then he moved over and started working
18 these two fields.

19 Q Okay. So, in the last one, it says who's
20 working, there was number 3 and number 5 on the map
21 that you're showing me there?

22 A Yes.

23 Q Okay. And then just to clarify for purposes of
24 the interview that Casey was -- initially started
25 talking about the initial -- starting doing fields

1 north and west of Arco and then moving to the east,
2 southeast of the Arco Airport before he started doing
3 Fields 3 and 5, is that correct?

4 A Oh, I'm sorry. That was -- no. So Jeff was the
5 one working up north, and then he worked down and
6 started and finished his work order down south.

7 Q Okay.

8 A And then Jeff then moved over to -- he completed
9 this field and this field before starting Number --
10 Field Numbers 10 and 11.

11 Q Okay. So he completed 14W and 21?

12 A Correct.

13 Q Okay. Prior to doing 10 and 11?

14 A And so that was Jeff's order of spraying is --
15 yeah.

16 Q Okay. So we haven't gotten to Sage yet?

17 A Correct.

18 Q Okay. Okay. All right. And then -- and you
19 don't know offhand how many times he came in to reload
20 prior?

21 A I could look that up maybe.

22 Q Okay. We can pull that up later and we can just
23 look at more factual on that one from the data that
24 we've got. That'll be easy enough to do. Okay. And
25 then what was -- what about Sage?

1 A Sage was working southeast of the airport to
2 start off with, and that's -- he had, like, 450, 500
3 acres, somewhere in there, and he got those jobs
4 wrapped up and then moved over to the Fields Number 3
5 and 5 indicated on the map here.

6 Q Okay. All right. And then did -- so you had --
7 just to verify, the last communication you had for him
8 was just that he had completed those fields?

9 A Correct.

10 Q And he did not give you any indication of where
11 he was going from there?

12 A No.

13 Q Okay. And then what about the last
14 communications you had with Jeff? Did he indicate at
15 all what his plan was?

16 A The last text I got from Jeff was that these two
17 fields were complete, and I knew he was going up to
18 these next. Well, I didn't know if he had started
19 them or where he was at in them when this whole thing
20 happened.

21 INTERVIEW OF BRANDON VISSER

22 BY MR. BAKER:

23 Q Okay. Let's see, and just to verify, Brandon,
24 since you're here, did you have -- where were -- you
25 weren't present?

1 A No, I was in Rigby.

2 Q Okay. You were in Rigby? Okay.

3 A Well, for the morning, and then I was in Bone,
4 Idaho, delivering chemical when the incident happened.

5 INTERVIEW OF CASEY SEAMONS (RESUMES)

6 BY MR. BAKER:

7 Q Okay. Okay. So, Casey, kind of backing up a
8 little bit, you know, as you guys started the day, did
9 Jeff and Sage do any kind of a discussion about who
10 was going to be doing what where, and did they talk
11 anything about deconfliction or --

12 A Yeah, they both looked at each other's maps
13 before they headed out, and, yeah, they knew or had a
14 good idea where each one was going to be starting out
15 at least, and we kind of broke them off that way, so
16 one doing potatoes, one doing grain, so they could
17 just kind of stay out of each other's way and, yeah.

18 Q Okay. And so, to start the day out, just to
19 clarify as we're looking at that, Jeff would have been
20 starting out north --

21 A Yeah.

22 Q -- of the -- of Highway 26, and Sage would have
23 been south, southeast of the airport, south of 26?

24 A Mm-hmm.

25 Q And then was there a change to the order of how

1 things were done at all that you're aware of?

2 A No, the only change that happened was Sage was
3 originally going to start working on this work order,
4 but the chemical wasn't there, so we switched and took
5 care of the other two work orders first, but, yeah,
6 that's the only change.

7 Q Okay.

8 A Which that's not an uncommon thing to happen,
9 but --

10 Q Okay. And just for the interview purposes, Casey
11 indicated that the work order was supposed -- was
12 intended to start on Fields 3 and 5, as indicated,
13 which is north and west of the accident site, versus
14 where he did start, which was south, southeast of the
15 airport. Is that correct?

16 A Well, he was just supposed to start on this work
17 order. He didn't have a -- he was --

18 Q Okay.

19 A -- he was able to go start wherever he wanted to.
20 He just -- when he just started this one, he just
21 happened to pick these two fields.

22 Q Oh, okay. Okay. So the work orders as depicted
23 on the field here or on the map?

24 A Yes, yes.

25 Q That were these highlighted?

1 A Yeah. Yeah, he had -- with the original plan, he
2 had any -- the option to start on any of these fields.
3 Had that product not been there, he would have been
4 working anywhere in here, not, you know, and not --
5 and he would have been -- yeah, had the chemical been
6 there, he would have been almost done with this work
7 order and went to work on those other ones, but we
8 ended up going in reverse, and there was no set
9 schedule or list, spray list that the farmer had. He
10 had most all the water off everywhere, so whatever
11 made sense to the pilots, they got to go just tear
12 into it, so --

13 INTERVIEW OF BRANDON VISSER (RESUMES)

14 BY MR. BAKER:

15 Q Okay. And do the -- when you guys are flying,
16 kind of cooperating, or I don't know, however you --
17 in a situation like this where you're both operate --
18 if you've got more than one airplane operating out of
19 there, do you guys operate on a common frequency and
20 speak to each other at all?

21 A Yes, and where they were in the area in vicinity
22 of the airport, they probably would have been using
23 22-8, and they had -- where, you know, this is pretty
24 close, so they would both have been monitoring 22-8
25 and communicating back and forth on 22-8 just for

1 outside airplanes.

2 Q Okay. But there's not -- is there any planned
3 communication between them where it's like, hey, I'm
4 finishing this field, heading here or I'm heading
5 back?

6 A Yeah, they would do that on 22-8 as well,
7 I believe.

8 INTERVIEW OF CASEY SEAMONS (RESUMES)

9 BY MR. BAKER:

10 Q Okay. Okay. And do you monitor that, Casey?

11 A No.

12 Q No? Okay. Okay. So you don't have a radio?
13 It's all via phone, or do you guys use a radio?

14 A Sage's airplane had a company radio, but he was
15 probably far enough away it wouldn't have worked, so
16 when they get on the other side of the mountains,
17 they'll just shoot text or call when they have an
18 update or need something or, you know, need water shut
19 off, and that gives me the chance to get a hold of
20 growers and answer questions that they have while
21 they're flying.

22 INTERVIEW OF BRANDON VISSER (RESUMES)

23 BY MR. BAKER:

24 Q Okay. Is there any company policy or procedures
25 or anything like that for deconfliction or anything

1 that you guys talk about, you know, before you go out
2 there? Anything formal, or is it all informal?

3 A It's pretty informal, just communication with the
4 pilots in the area of what -- where each other are
5 going to be or what fields. A lot of times they'll
6 split, like, just a single work order and do all
7 potatoes together, and so there's a lot of
8 communication that goes into where they're going to
9 start and where they're going to do and what order
10 they're going to do it in, but it's informal as far as
11 it's not written down in the office before they do it
12 or anything like that. This one, we just had them --
13 one air -- and Casey took -- is the lead on this as
14 far as what order everything was going to go in, and
15 then Casey communicates between the pilots, and then
16 he communicates to the farmer what's done and that
17 information.

18 INTERVIEW OF CASEY SEAMONS (RESUMES)

19 BY MR. BAKER:

20 Q Okay. Okay. I'm thinking here if there's
21 anything else. What was the -- since you were
22 interacting with the pilots, Casey, before and during
23 the day --

24 A Mm-hmm.

25 Q -- any indications of illness or tiredness or

1 fatigue, anything like that?

2 A No, no. It was just a -- it was a normal day
3 when we started this.

4 Q Okay.

5 MR. VISSER: I believe the day before this, if I
6 can interject here --

7 MR. BAKER: Yes.

8 MR. VISSER: -- was pretty windy, and we didn't
9 even fly the day before this. I can't remember for
10 sure, but I --

11 MR. SEAMONS: Yeah.

12 MR. VISSER: -- I guess we could look on this and
13 see, but as far as fatigue, I don't think, if we did
14 any, I don't think --

15 MR. SEAMONS: If we did any, we didn't do much.

16 MR. VISSER: Yeah, so Jeff's -- if these are in
17 the correct order, Jeff flew on the 18th, and then the
18 next ones are the 20th, so the 19th was, I believe,
19 really windy, and I don't think we did anything, but
20 we would have to go back through the records to make
21 sure of that.

22 MR. SEAMONS: I think Sage and Keagan did the dry
23 out of Osgood the day before. We switched them back
24 to liquid and -- but he was back at 10, 11:00 the day
25 before, so he had the whole afternoon, evening.

1 MR. BAKER: Okay.

2 MR. SEAMONS: It wasn't a -- I don't think
3 fatigue would be a thing that that would --

4 MR. BAKER: Okay. All right. I think that's all
5 I have for the interview. Can either of you think of
6 anything that may have come up during our interview
7 that you thought of that we haven't talked about yet
8 or anything that you think may be relevant for our
9 investigation?

10 MR. VISSER: Two very cautious pilots, and it's
11 just heartbreaking what's gone on. The two pilots had
12 flown together for at least four years.

13 MR. BAKER: Yeah.

14 MR. VISSER: You know, very familiar with each
15 other, friends.

16 MR. BAKER: Mm-hmm.

17 MR. VISSER: Just very cautious pilots. I can't
18 tell you that enough, that the -- competent and good
19 pilots.

20 MR. BAKER: All right. All right. Well, I'll go
21 ahead and terminate the formal portion of the
22 interview at this time then.

23 (Whereupon, the interview in the above-entitled
24 matter was concluded.)

25 //

CERTIFICATE

CASE TITLE: Operator and Ground Crew Interview

ACCIDENT NO.: WPR24FA201

LOCATION: --

DATE: June 25, 2024

This is to certify that the attached proceeding before the National Transportation Safety Board was held according to the record and that this is the original, complete, true, and accurate transcript which has been transcribed to the best of my skill and ability.

Date: December 4, 2025


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