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Date: July 16, 2024

Subject: WPR24LA214 / Record of Conversation

Contact: [REDACTED] / Pilot who Trained the Accident Pilot

In a telephone conversation with [REDACTED] he stated the following:

- [REDACTED] was an experienced Agcat pilot and an experienced turbine pilot, but he had not ever flown that particular engine on an Agcat before.
- He gave the pilot an introduction to Honeywell engine operations.
- He went over start procedures, normal operating procedures, shutdown procedures and emergency procedures.
- He has helped Cajun Cats before.
- He is a contract pilot and a Delta Airlines pilot.
- He has 11,000 hours experience.
- The pilot and the owner of Cajun Cats are friend of his.
- He had operated the exact airplane out of the exact air strip and he "knew for a fact" that the airplane was capable of taking off with the load and the environmental conditions of the accident day (330 pounds of jet A, 62°F)
- CAM-8 is the book that states what the Agcat can legally carry
- He has about 7000 hours in Agcats.

- He stated, "water is heavier than fuel and these things fly around with 385 gallons of water all day long."
- There was a change of ownership, and prior to the change, the airplane was used quite a bit. After the change of ownership there was some significant maintenance work conducted on the engine and the airplane was not used for the operation and the airplane was put up for sale.
- [REDACTED]
 - [REDACTED]
 - [REDACTED]
- Putting fuel in the hopper is common in agriculture operations.
- The statement "in the green" does not necessarily mean a takeoff power setting.
- He knew that the pilot had flown previous flights
- He was there when the pilot made the first flight and the engine started "cool."
- Engine maintenance was done to the engine shortly before the departure.