

-----Original Message-----

From: [mailto:]
Sent: Wednesday, April 18, 2012 1:47 PM
To: Scott Arnold
Subject: Re: Ganado, TX Accident

Scott:

As you know, AG operations are a little different than normal. The pilot, mechanic, or ground crew may change the spray configuration from liquid to dry applications a number of times in 1 day. In this instance, the pilot changed the configuration after the last flight the day before the accident. As he was the one making the change, it would have been his responsibility to do it correctly and should have caught it during his preflight on the following day.

If you need anything more let me know.

Jimmy D Stahl
Airworthiness Safety Inspector

From: Scott Arnold
Sent: Tuesday, April 17, 2012 2:01 PM
To: STAHL Jimmy D (HOU FSDO) ()
Subject:

Jimmy:

Quick question for you: I was ready to submit my report when one of my peers questioned the installation. If the mechanics were responsible for switching from dry fertilizer to chemical, it should be an "L" report. If the pilot was responsible, I think I can leave it as a "C" report. Seems to me, the pilot should have caught it during his preflight. What do you think?