



Brian Rutt
Air Safety Investigator
AS-CEN

Date: 11 September 2024

Subject: CEN24LA316

Contact: Ross Robillard - Pilot

During a phone conversation with Mr. Robillard, he stated that he was aware of airworthiness directive AD 84-10-01 but hadn't verified its applicability to his airplane. He reported that a few weeks before the accident, the airplane had sat through a significant rain event while in Canada. The pilot stated that during the return flight to the US, the air was smooth. The airplane had sat about two weeks after returning from Canada and before the accident flight. The winds were gusting during the accident flight and the air was bumpy. The pilot reported a significant yaw occurred after he retracted his water rudders, and shortly before the loss of engine power occurred. The pilot stated that he had drained fuel and checked for water contamination before the accident flight, but did not find any. He stated that he did not rock the wings before draining and checking the fuel. ///END OF STATEMENT///