



MEMORANDUM FOR RECORD

Michael Hicks
Air Safety Investigator
(GAA) General Aviation Accidents

March 30, 2015

NTSB Accident Number: GAA15CA020
Aircraft Registration & Make/Model: N7987E; Cessna 150
Accident Location: Flushing, MI
Accident Date: 241447MAR15
Subject: FAA Inspector Gotha, James - Phone: (734)487-7294

Per discussion, Federal Aviation Administration (FAA) Inspector Gotha reported an accident involving a Cessna 150 N7987E, and Private Certificate Pilot, Aviation Maintenance Technician and Inspection Authorization Mechanic Thomas Carr, 24MAR15. The accident occurred after Mr. Carr failed to adequately drain the fuel system due to known water contamination. Mr. Carr fueled his airplane 14MAR15 only to find the fuel farm providing 100LL was indeed contaminated due to what was later identified as a crack in the fuel tank used to store the fuel at airport 3AD. Mr. Carr was informed the fuel had been contaminated by the owner of the fuel service company.

Mr. Carr subsequently performed the procedure he felt appropriate to decontaminate the fuel system. Once the decontamination process was complete to Mr. Carr's liking, the airplane was hangared and stowed. 24MAR15 Mr. Carr prepared the airplane for flight to include a preflight of the fuel system to which he deemed suitable for takeoff. The airplane was operated in the run-up area at 2200 RPM prior to departure. Mr. Carr executed a takeoff from Flushing, Michigan where upon reaching 400 feet, his engine ceased operation. The pilot was able to land the airplane, yet sustained 14 stitches across his forehead. Inspector Gotha identified the injuries sustained by the pilot would have been more serious if not for a four point restraint system installed by the pilot. The airplane sustained substantial damage.