



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: 241447MAR2015
Subject: Carr, Thomas

Per discussion, Mr. Thomas Carr (Pilot) reported an accident involving his Cessna 150 airplane, serial number N7987E, on the date of 24MAR2015. Mr. Carr is a Private Certificate Pilot, Aviation Maintenance Technician and Inspection Authorization Mechanic. The accident occurred after Mr. Carr failed to adequately drain the fuel system due to known water contamination. Mr. Carr fueled his airplane with a total of 10 gallons of 100LL, 13MAR2015 only to find the on-site fuel service providing fuel was indeed contaminated with water, due to what was later identified as a crack in the fuel tank used to store the fuel at Airport Identifier 3AD. Mr. Carr was informed the fuel had been contaminated by the owner of the fuel service company.

Mr. Carr subsequently sumped both wings, belly and fuel strainer, recovering several gallons of water from the fuel system. Once the decontamination process was complete to Mr. Carr's liking, the airplane was hangared and stowed. The date of 24MAR2015 Mr. Carr prepared the airplane for flight to include a preflight of the fuel system where he recovered several quarts of water. Mr. Carr was adamant the airplane had been found suitable for flight. The airplane was operated in the run-up area at 2200 RPM for five minutes prior to departure. Mr. Carr executed a takeoff from Flushing Michigan Airport 3AD 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 would have been more serious if a four point restraint system had not been installed by the pilot. The airplane sustained substantial damage.

Knowing what he concedes to now, Mr. Carr would perform a different procedure to ensure the engine would not be exposed to ingestion of water. Mr. Carr stated he

would completely purge the fuel system by pressurizing the fuel lines and ensuring the tanks were empty, by use of a bore scope.