



RECORD OF CONVERSATION

Dates: March 9 & 10, 2015

Persons involved: David Olsen (pilot/owner) and Marcus Carr, FAA IIC

Subject: WPR15LA104 fuel contamination issue

In email conversations between the Federal Aviation Administration aviation safety inspector assigned to the accident and the pilot/owner of the accident airplane, the pilot stated to the inspector that he had not fueled the airplane since October 2014. The inspector subsequently informed the pilot that upon examination of the airplane by a National Transportation Safety Board aviation accident investigator, that substantial amounts of water was found in the fuel system after the aircraft was placed level. The inspector then asked the pilot if he recalled having drained or sumped the wing fuel tanks on the day of the flight, and if had this issue (fuel contamination) before with this aircraft. The pilot responded that he did sump that day, and that he had never seen water in the fuel over the last 14 years. The pilot added that the airplane did sit with one wing lower than the other, that he had an extended taxi before taking off, and that he waited for about 5 minutes to takeoff. The pilot stated that maybe the nose up and level orientation shifted the water.

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