

From: [McAtee Nancy](#)
To: [Nepomuceno Eleazar](#)
Cc: [Budinski Michael](#)
Subject: Email report- WPR22LA313 (Fuel testing report review)
Date: Friday, May 5, 2023 1:36:50 PM
Attachments: [WPR22LA313 Fuel testing report_Redacted.pdf](#)

Eleazar,

A fuel sample from the accident aircraft was submitted to an independent third-party laboratory for analysis. The accident sample was greenish in color which was not consistent with the standard blue color for aviation gasoline. The sample was testing using ASTM D7111 (Standard Test Method for Determination of Trace Elements in Middle Distillate Fuels by Inductively Coupled Plasma Atomic Emission Spectrometry (ICP-AES)) and ASTM D7687 (Standard Test Method for Measurement of Cellular Adenosine Triphosphate in Fuel and Fuel-associated Water with Sample Concentration by Filtration) to identify any possibly cause of contamination that could lead to the discoloration.

The test results for ASTM D7111 found the presence of sodium (Na), potassium (K), copper (Cu) and nickel (Ni). Sodium and potassium have numerous natural sources including water/moisture, dust, and soil. Nickel and copper are often found in aviation fuel system components. According to aviation gasoline manufacturers, the presence of copper can cause the color of aviation gasoline to change from blue to green, particularly in fuel that has been in an aircraft for a period of time.

ASTM 7687 determines the presence of microbial contaminants in fuel. The accident sample was found to have negligible microbial contamination.

A copy of the testing report is attached to this email.

If you have any other question, please let me know.

Nancy B McAtee
Senior Chemist
RE-30