



MEMORANDUM OF RECORD

Aaron McCarter
Air Safety Investigator
Eastern Region

Date: March 1, 2017
Person Contacted: LWM FBO and Four Star Aviation
NTSB Accident Number: ERA17FA117

NTSB Investigator (Leah Read) Email Excerpt:

Some additional information:

Pilot purchased 12.31 gallons (16-gallon tank on the Sonex) of 100LL from Four Star Aviation at LWM. The time stamp was 1:00; however, there is a possibility that the time stamp is offset by 15 minutes (this makes sense but they were unable to confirm because they shut off the system after the accident and were not sure if that affected the time stamp, but ATC tapes have the pilot asking for a taxi clearance at 1249, so I think 1245 is more accurate.) We sumped fuel from their self-serve tank both from the nozzle and filter pump. The fuel samples were bright blue and absent of water and contaminants. I took photos and will forward to you accordingly.

Contact at Four Star Aviation is Debbie Barril, [REDACTED] Four Star is a flight school and their R44 purchased 24 gallons the morning of the accident and flew about 1 hour. No issues were reported with that flight.

The self-serve fuel facility at Four Star is a 4,000-gallon tank that was last filled in December 2016. No issues reported with the fuel since Dec 2016.

I listened to the ATC tapes. Here is a rough review:

1249, Pilot called from Four State after refueling and requested ATIS and then cleared to taxi to RW14

1257, Cleared for T/O on 14

1259, advised to make left-closed traffic and report mid field down wind

1302, Pilot cleared to land, but never acknowledged

1302-1303, ATC called 911

So, whatever happened, happened pretty quickly after takeoff.

LWM has radar coverage down to 600 feet msl.



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Date: February 28, 2016
NTSB Accident Number: ERA17FA117

Email from Pilot/Owner to Group:

From: Al Lavender [REDACTED]
Date: February 25, 2017 at 8:27:54 PM EST
To: REDACTED

To All,

Update .2/25/17

Last time I flew was on 10/8/16. Since than, I have had the fuel tank out twice and finally got it fixed. The problem turned out to be cross-threading of the fitting in the main fuel outlet from the tank. Now there is no indication of a leak on the white paper towel that I leave on the floor of the plane under the tank.

Avgas has a blue die added, so it would show up.

Today, I finally got everything back together and pushed my plane outside for an engine start. After 4.5 months without running the engine and not charging the batter, I was wondering if it would start. To my amazement, it started right up and ran perfectly. I didn't fly because of the wind. Next day with reasonable wind & temperature, looks like next Tuesday. Then I will stay in the traffic pattern and do a bunch of touch-and-goes to make sure everything is working correctly.

Al