

CLARENCE KEITH CARVER



To Whom it may concern:

Hello, my name is Keith Carver and I have been asked to give a statement of my conservation on 7/16/2020 between Mike Semprini and my self.

On the morning of 7/16/2020 at 9:53 am I called Mike and no answer so I texted him to give me a call. He returned my call at 9:56 acting very nervous and said he was on his way in to talk with me about Weight and Balance on the Kolb he was thinking he was overweight. I said I would help him see where he was at and help him any which way I could. While I was waiting for Mike I assessed the situation with the kolb, I looked the plane over and looked in the fuel tanks and got a guess on how much fuel was on board. I also looked at the flight log and looked at the EFFIS to see what fuel was on board. From the flight log I seen that Mike and the same student did a late afternoon flight the day before at which time the aircraft was full of fuel. I looked for the POH and couldn't find it, I called mike about where it might be and he said he had it. After the call I was doing some figuring on his W&B and with out the POH I knew that he was over gross from what I know about his weight and what I was told about his passenger. When Mike arrived at my office the first thing I said was "what were you thinking putting such a large guy in my Light Sport Aircraft!!!" He didn't answer the question. I then asked if he performed a W&B he told me no. I said you need to run a W&B so we can see where you are at, I told him that just by visually looking in the tanks he has 13+ gal of fuel on board. Mike then proceeded to run a W&B then he started asking how to figure the arm for both the fuel and persons in the plane. It only took me a minute or two to show him where to find the info in the POH. After he ran the W&B he indicated to me that he needed to make some adjustments. I inquired to what adjustments and he said he needed to loose some weight. I asked if he made the adjustment for the doors being removed and he didn't, I weighed the doors and they were 5# each. Then he indicated he was going to make an adjustment on pilot and student weight because no one would double check that. Then he told me that the plane needed only 8 gal of fuel on board indicating that maybe I could remove that extra fuel. I never said I would or wouldn't do such a thing, but if he were to directly ask me I would have said no. that was the end of the W&B discussion for the moment.

After the W&B discussion we moved onto the Insurance discussion, I told him I had to go and get some parts for my pickup at the parts store while he filed his claim. While I was at the parts store I received a call from Mike. His exact words to me were that "I am freaking out, my dad [REDACTED] me" I said settle down not knowing exactly was wrong. He then told me he only was insured for \$25,000 and not the \$50,000 that I require for piloting the Kolb. I told him that I would be right there, by the time that I had arrived I had some Ideas on how to resolve the issue. I presented my ideas and his remarks to me were " you mean I am going to get stuck with the \$25,000 that the insurance doesn't pay" I replied that I wasn't the one who was required to carry the \$50,000 insurance and that that was his responsibility. At that time he left our meeting in the Hangar and headed towards the flight school, I thought he was going to give a flight lesson to a waiting student. I didn't realize that on his way to the flight school that he stopped by my office and took the executed contract between him and I that was sitting on my desk with all of the aircraft records that were out and ready for the FAA review. Then he proceeded to the flight school and gathered up at least one student file. He then proceeded to his car and then left the premises.

Thank You for your cooperation in this matter.

Keith Carver