



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

August 18, 2016

Addendum 2 – Flight Logs

OPERATIONAL FACTORS

CEN16MA036



Aircraft Log

(7136)

| | | |
|-------------------------|---------------------|--|
| Trip Number: 136 | Disposition: | Conversation Chart: :00-02=0, :02-08=1, :09-14=2, :15-20=3, :21-26=4, :27-32=5, :33-38=6, :39-44=7, :45-50=8, :51-56=9, :57-100=10 |
|-------------------------|---------------------|--|

| | | | | | |
|---------------------------|-----------------------|-----------------------|---|--|--|
| Date Out: 11/06/15 | Aircraft Type: | Registration : | White Pages: Operations Pink Pages: Remain with Aircraft | Yellow Pages: Maintenance Green Pages: Accounting | Release Number: R-110615-RR R-110715-RR |
| Date In: 11/07/15 | H5125-800 | N355FA | | | |

| Crew Information | | | WB and Load Manifest Runway Analysis | | | | | | | | | | Fuel Computations | | | |
|------------------|--------------|----------|--------------------------------------|-----------------------|-----------------|--------------|-------------|------------|---------------|----------|---------------|------------------------|------------------------|----------------|--------------|-----------|
| CAPT. INITIALS | CAPTAIN NAME | FO NAME | MAX ALLOWABLE TAKEOFF WEIGHT | ACTUAL TAKEOFF WEIGHT | FOWARD CG LIMIT | AFT CG LIMIT | TAKE OFF CG | LANDING CG | NUMBER OF PAX | Runway # | Runway Length | Runway Length Required | FUEL UPLIFT GLS / LTRS | DEPARTURE FUEL | ARRIVAL FUEL | FUEL BURN |
| DS | SHACKLEFORD | MARCHESE | 27,400 | 24,758 | 16.8 | 35.0 | 23.5 | 20.0 | 2 | 9 | 6002 | 5453 | 751 | 8400 | 3900 | 4500 |
| DS | SHACKLEFORD | MARCHESE | 27,400 | 24,758 | 16.8 | 35.0 | 23.5 | 20.4 | 2 | 1 | 7000 | 5320 | 637 | 8000 | 3000 | 5000 |
| Totals | | | | | | | | | | | | | | | | |

Flight Times

NOTE: (All times will be entered in GMT 24:00 Hour and Minutes Clock Time. Example 01:30)

| Date | Flight# | Flight type | Duty Start | Duty End | From | To | Out | Off | On | In | Flight Time | Block Time | Total Duty | Cycles | Cruise Alt | |
|---------------|---------|-------------|------------|----------|------|------|-------|-------|-------|-------|-------------|------------|------------|--------|------------|--|
| 11/06/15 | 1361 | 135 | 1300 | 1800 | KEXE | KTEB | 14:13 | 14:19 | 16:54 | 17:00 | 02:35 | 03:47 | 5.0 HR | 1 | 3700 | |
| 11/07/15 | 1362 | 135 | 2000 | 0200 | KTEB | KEXE | 23:30 | 22:26 | 01:00 | 01:00 | 02:34 | 02:46 | 6.0 HR | 1 | 3600 | |
| Totals | | | | | | | | | | | | 03:09 | 03:35 | | 2 | |

Maintenance Tracking

Note (All Airframe and Engine times are in Hours and Tenths. Example 1:30 = 1.5)

| | Airframe Hours | Airframe Cycles | Left (1) Engine | | Right (2) Engine Cycles | | Oil Check | | VOR Check (30 days) | | | | | | | |
|-----------------|----------------|-----------------|-----------------|--------|-------------------------|--------|------------|----------|---------------------|---------------|---------------|----------|----------|-----|--|--|
| | | | Hours | Cycles | Hours | Cycles | Signature: | Station: | Complied on | Bearing Error | Type: | A | G | VOT | | |
| Carried Forward | 10796.6 | 6406 | 9501.3 | 9973 | 10507.3 | 7132 | | | Signature: | | | | | | | |
| This Date | 3.2 | 2 | 3.2 | 2 | 3.2 | 2 | | | Station: | | Complied on | 11/06/15 | 12/11/15 | | | |
| Total | 10799.8 | 6408 | 9504.5 | 9975 | 10510.5 | 7134 | Oil Added | #1 | #2 | | Bearing Error | 017 | 017 | | | |

Maintenance log and release

| Maintenance Discrepancy | Control No: | Corrective Action / Deferral | Maintenance Sign-Offs |
|-------------------------|-------------|------------------------------|--|
| 1. | | | Station: _____ Aircraft Total Time: _____ Mechanic sign: _____ Certificate No: A&P _____ or EXFA391K Station: _____ Aircraft Total Time: _____ Mechanic sign: _____ Certificate No: A&P _____ or EXFA391K |
| 2. | | | Station: _____ Aircraft Total Time: _____ Mechanic sign: _____ Certificate No: A&P _____ or EXFA391K |

This Aircraft is Approved to Return to Service: Station: **KEXE** Aircraft Total Time: _____ AC Cycles _____ Mechanic Signature: _____ CRS or A&P No.: _____ Date: 11/6/15

The aircraft has had a preflight accomplished in accordance with current FAR's and I accept this aircraft for flight operations.

PIC Print Name: **LANNIE SHACKLEFORD** Accepted On: _____

PIC Signature: _____



Aircraft Log

| | | | |
|--------------------------|---------------------------------|---|---|
| Trip Number: 137 | Disposition: | Conversation Chart: :00-02=0, :02-08=1, :09-14=2, :15-20=3, :21-26=4, :27-32=5, :33-38=6, :39-44=7, :45-50=8, :51-56=9, :57-100=10 | |
| Date Out: 11.7.15 | Aircraft Type: HS125-800 | Registration: N355FA | White Pages: Operations Pink Pages: Remain with Aircraft |
| Date In: 11.8.15 | | | Yellow Pages: Maintenance Green Pages: Accounting |
| | | | Release Number: 11.7.15 RR3 |

| Crew Information | | | WB and Load Manifest Runway Analysis | | | | | | | | | | Fuel Computations | | | |
|------------------|--------------|-------------|--------------------------------------|-----------------------|-----------------|--------------|-------------|------------|---------------|----------|---------------|------------------------|------------------------|----------------|--------------|-----------|
| CAPT. INITIALS | CAPTAIN NAME | FO NAME | MAX ALLOWABLE TAKEOFF WEIGHT | ACTUAL TAKEOFF WEIGHT | FOWARD CG LIMIT | AFT CG LIMIT | TAKE OFF CG | LANDING CG | NUMBER OF PAX | Runway # | Runway Length | Runway Length Required | FUEL UPLIFT GLS / LTRS | DEPARTURE FUEL | ARRIVAL FUEL | FUEL BURN |
| RR | R. Davido | R. Marchese | — | — | — | — | — | — | — | 09 | — | — | 500 | 6400 | 5000 | 1400 |
| RR | R. Davido | R. Marchese | 27400 | 25825 | 16.8 | 35.0 | 23.5 | 20.0 | 5 | 07 | 6051 | 5253 | 541 | 8400 | 3400 | 5000 |
| RR | R. Davido | R. Marchese | 28000 | 25525 | 16.8 | 35.1 | 23.2 | 20.1 | 5 | 29 | 9812 | 5125 | 2738 LTR | 8400 | 3920 | 4480 |
| RR | R. Davido | R. Marchese | — | — | — | — | — | — | 0 | 8L | — | — | 0 | 3900 | 3530 | 370 |
| Totals | | | | | | | | | | | | | 1041 / 2736 LTR | | 11250 | |

| Flight Times | | | | | | | | | | | | | | | |
|---|---------|-------------|------------|----------|------|------|------|------|------|------|-------------|-------------|-------------|----------|------------|
| NOTE: (All times will be entered in GMT 24:00 Hour and Minutes Clock Time. Example 01:30) | | | | | | | | | | | | | | | |
| Date | Flight# | Flight type | Duty Start | Duty End | From | To | Out | Off | On | In | Flight Time | Block Time | Total Duty | Cycles | Cruise Alt |
| 11.7.15 | 1107 | 91 | 0040 | — | KFXE | KORL | 0140 | 0144 | 0229 | 0234 | 2:45 | 2:54 | | 1 | 160 |
| 11.7.15 | 1352 | 135 | — | — | KORL | MMMY | 0257 | 0300 | 0548 | 0552 | 2:48 | 2:55 | | 1 | 400 |
| 11.8.15 | 1353 | 135 | — | 1235 | MMMY | KMIA | 0930 | 0936 | 1212 | 1215 | 2:36 | 2:45 | 11:55 | 1 | 370 |
| 11.8.15 | 1354 | 91 | — | — | KMIA | KFXE | 1244 | 1251 | 1303 | 1307 | 1:12 | 1:23 | | 1 | 3000 |
| Totals | | | | | | | | | | | | 6:21 | 6:57 | 4 | |

| Maintenance Tracking | | | | | | | | | | | | | | | |
|--|----------------|-----------------|-----------------|--------|-------------------------|--------|------------|-------|-------------|---------------------|--------|-------------------------------------|--------------------------|--------------------------|-----|
| Note (All Airframe and Engine times are in Hours and Tenths. Example 1:30 = 1.5) | | | | | | | | | | | | | | | |
| | Airframe Hours | Airframe Cycles | Left (1) Engine | | Right (2) Engine Cycles | | Oil Check | | | VOR Check (30 days) | | | | | |
| | | | Hours | Cycles | Hours | Cycles | Signature: | Type: | A | G | VOT | | | | |
| Carried Forward | 10799.8 | 6408 | 9504.5 | 9975 | 10510.5 | 7134 | Signature: | ✓ | 2 | Signature: | 114.3 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| This Date | 6.4 | 4 | 6.4 | 4 | 6.4 | 4 | Station: | FXE | Complied on | 11/8/15 | Due on | 12/1/15 | Station ID | MMY | |
| Total | 10806.2 | 6412 | 9510.9 | 9979 | 10516.9 | 7138 | Oil Added | #1 | 0 | #2 | 0 | #1 Bearing | 090 | #2 Bearing | 010 |

| Maintenance Discrepancy | | | Corrective Action / Deferral | | | Maintenance Sign-Offs | | |
|-------------------------|-------------|--|------------------------------|--|----------|---------------------------------|----------------------|--|
| 1. | Control No: | | Control No: | | Station: | | Aircraft Total Time: | |
| | | | | | | Mechanic sign: | | |
| | | | | | | Certificate No: A&P or EXFA391K | | |
| 2. | Control No: | | Control No: | | Station: | | Aircraft Total Time: | |
| | | | | | | Mechanic sign: | | |
| | | | | | | Certificate No: A&P or EXFA391K | | |

This Aircraft is Approved to Return to Service: Station: **FXE** Aircraft Total Time: _____ AC Cycles _____ Mechanic Signature: _____ CRS or A&P No.: **A4P** Date: **11/16/15**

The aircraft has had a preflight accomplished in accordance with current FAR's and I accept this aircraft for flight operations.

PIC Print Name: **Richard Davido** Accepted On: _____

PIC Signature: _____



Aircraft Log

| | | | | | | | | | | | |
|--------------------------|--|------------------------------|--|------------------------------|--|---|--|--|--|--|--|
| Trip Number: 138 | | Disposition: | | | Conversation Chart: :00-02=0, :02-08=1, :09-14=2, :15-20=3, :21-26=4, :27-32=5, :33-38=6, :39-44=7, :45-50=8, :51-56=9, :57-100=10 | | | | | | |
| Date Out: 11.8.15 | | Aircraft Type: HS 125 | | Registration : N355FA | | White Pages: Operations Pink Pages: Remain with Aircraft | | Yellow Pages: Maintenance Green Pages: Accounting | | Release Number: 11082015 R R | |
| Date In: 11.8.15 | | | | | | | | | | | |

| Crew Information | | | WB and Load Manifest Runway Analysis | | | | | | | | | | Fuel Computations | | | |
|------------------|--------------|---------|--------------------------------------|-----------------------|------------------|--------------|-------------|------------|---------------|----------|---------------|------------------------|------------------------|----------------|--------------|-----------|
| CAPT. INITIALS | CAPTAIN NAME | FO NAME | MAX ALLOWABLE TAKEOFF WEIGHT | ACTUAL TAKEOFF WEIGHT | FORWARD CG LIMIT | AFT CG LIMIT | TAKE OFF CG | LANDING CG | NUMBER OF PAX | Runway # | Runway Length | Runway Length Required | FUEL UPLIFT GLS / LTRS | DEPARTURE FUEL | ARRIVAL FUEL | FUEL BURN |
| OC | O. Chouh | N ZITO | 25500 | 22356 | 1 | | 191 | | 0 | 9 | 6002 | 3400 | 511 | 7000 | 5800 | 1200 |
| OC | O. Chouh | N ZITO | 25500 | 22156 | 16.6 | 348 | 22 | 18.8 | 2 | 14 | 11390 | 3600 | | 5800 | 4000 | 1800 |
| OC | O. Chouh | N ZITO | 25000 | 19400 | 1 | | 91 | | 0 | 5 | 5000 | 3300 | | 4000 | 3300 | 700 |
| Totals | | | | | | | | | | | | | 511 | | | 3700 |

| Flight Times | | | | | | | | | | | | | | | |
|---|---------|-------------|------------|----------|------|------|-------|-------|-------|-------|-------------|------------|------------|--------|------------|
| NOTE: (All times will be entered in GMT 24:00 Hour and Minutes Clock Time. Example 01:30) | | | | | | | | | | | | | | | |
| Date | Flight# | Flight type | Duty Start | Duty End | From | To | Out | Off | On | In | Flight Time | Block Time | Total Duty | Cycles | Cruise Alt |
| 11.8.15 | 1151 | 91 | 1230 | | KFYE | MYMN | 13:50 | 14:00 | 14:33 | 14:40 | 0033 | 0050 | | 1 | 15000 |
| 11.8.15 | 1152 | 135 | | | MYMN | KAPF | 15:10 | 15:17 | 16:05 | 16:10 | 0048 | 01:00 | | 1 | 220 |
| 11.8.15 | 355FA | 91 | | 18:05 | KAPF | KFYE | 16:30 | 16:35 | 16:57 | 17:05 | 0022 | 0035 | 5:15 | 1 | 11000 |
| Totals | | | | | | | | | | | 1:43 | 2:25 | 5:15 | 3 | |

| Maintenance Tracking | | | | | | | | | | | | | | |
|--|----------------|-----------------|-----------------|--------|-------------------------|--------|------------|--|------------|--|---------------|--|----------------|--|
| Note (All Airframe and Engine times are in Hours and Tenths. Example 1:30 = 1.5) | | | | | | | | | | | | | | |
| | Airframe Hours | Airframe Cycles | Left (1) Engine | | Right (2) Engine Cycles | | Oil Check | | | VOR Check (30 days) | | | | |
| | | | Hours | Cycles | Hours | Cycles | | | | | | | | |
| Carried Forward | 10806.2 | 6412 | 9510.9 | 4979 | 10516.9 | 7138 | Signature: | | | Signature: | | | | |
| This Date | 1.7 | 3 | 1.7 | 3 | 1.7 | 3 | Station: | | | Type: <input type="checkbox"/> A <input type="checkbox"/> G <input type="checkbox"/> VOT | | | | |
| Total | 10807.9 | 6415 | 9512.6 | 4982 | 10518.6 | 7141 | Oil Added | | | Complied on 11/8/15 | | | | |
| | | | | | | | #1 | | #2 | | Bearing Error | | Due on 12/7/15 | |
| | | | | | | | #1 Bearing | | #2 Bearing | | Station ID | | | |

| Maintenance log and release | | | | | | | | | | |
|--|-------------|--|------------------------------|--|--------------|--|-----------------------|--|----------------------|--|
| Maintenance Discrepancy | | | Corrective Action / Deferral | | | | Maintenance Sign-Offs | | | |
| 1. | Control No: | | | | | | Station: | | Aircraft Total Time: | |
| | | | | | | | Mechanic sign: | | | |
| | | | | | | | Certificate No: A&P | | or EXFA391K | |
| | | | | | | | Station: | | Aircraft Total Time: | |
| | | | | | | | Mechanic sign: | | | |
| | | | | | | | Certificate No: A&P | | or EXFA391K | |
| This Aircraft is Approved to Return to Service: Station: Aircraft Total Time: AC Cycles: Mechanic Signature: CRS or A&P No.: Date: / / | | | | | | | | | | |
| The aircraft has had a preflight accomplished in accordance with current FAR's and I accept this aircraft for flight operations. | | | | | | | | | | |
| PIC Print Name: | | | | | Accepted On: | | | | | |
| PIC Signature: | | | | | | | | | | |