



## RECORD OF CONVERSATION

**Michael Huhn**  
**Air Safety Investigator**  
**Western Pacific Region**

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**Date: May 29, 2013**  
**Person Contacted: Mr. Josh Brunner (Airplane Fueler)**  
**NTSB Accident Number: WPR13FA244**

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### **Narrative:**

The following is a synopsis of the information provided by Mr. Brunner in a telephone conversation on this date:

- Mr. Brunner was employed at KFLG and served as a line service technician for 15 years
- The "receptionist" called him "just before lunch" (which he normally took at noon) to add 20 gallons of avgas per side into N999PK
- He drove the fuel truck to the airplane, and added the requested 20 gallons into each of the two main tanks, for a total fuel upload of 40 gallons
- After adding the fuel, the fuel level in each tank was "2 to 3 inches" below the inlet lip
- He did not check or ask about the quantities in the tip tanks
- Just as he finished fueling, the pilot/owner reached the airplane, and the two spoke to confirm the added fuel quantity and location
- He watched the FBO owner's son drive the golf cart out to the airplane with some of the luggage - the pilot "didn't have a ton of bags"
- The airplane "wasn't loaded to the gills like some other aircraft" he saw at KFLG
- The airplane was a "gorgeous airplane" that appeared to be "well taken care of"
- He did not observe/notice anything unusual about the airplane
- When asked about the approximate weight of the pilot and passenger, he stated that the pilot and passenger were "average adults" who were "not chunky"
- He stated that he had no reason to believe that there would be a "weight issue" with this airplane