

May 15, 2015 King Air B200

As far as I can remember I was asked to help out to defuel aircraft approximately 30 minutes after incident by Jetsource's Facilities Manager: Scott Fitzgerald.

After incident, the Port Authority asked if I could de-fuel. I told him I could but it would take time to get equipment ready. I asked permission to disconnect battery, due to fuel leaking on R/H side of the wing. Which I proceeded to do so after the LEL (Low Explosive Level) Check was completed by Hazard Crew. Fuel continued to leak on the RH Side- after finding the leak from # 2 Engine filter bowl. I proceeded to open the inboard panel, and gain access to Fuel Shut-off Valve.

At this point I found that I was unable to mechanically turn off valve. I then went to explain to port authority that I would need to re-connect battery 1<sup>st</sup> and gain entry access to cockpit – turn on power and shut off Fuel Solenoid switch for both tanks. This is when I went was inside cockpit with AFT Cabin Fire extinguisher in one hand and moving loose items away from center isle. I noticed gear handle in down position. Flap handle full up position and battery switch in OFF position with battery gang bar down which turns off battery and Gen 1 and Gen 11 “OFF”. After lifting the gage door, turning on power using battery switch nothing came on the display – I could hear aircraft powering up. After a few seconds I located fuel solenoid shutoff valve- I turned off fuel switch. I asked the head fire fighter if he heard solenoid closing. The lead fire fighter which he confirms with fellow team he heard something move. The at the request of the fire fighter I powered down and proceed out to disconnect battery (This all took a few seconds from power up to power off) After about a minute the fuel stopped leaking from the RH Engine Filter bowl. This is when I took about 30-minutes to gather equipment to de-fuel aircraft. After setting up equipment and determined to start with RH side, I proceeded with entry again. After reconnecting battery to turn on # 2 solenoid to open valve for fuel flow to engine side. The best course of action is to defuel from engine supply line. When I powered up – the display came on this time. I had enough time to observe display and then I heard landing gear wanting to come down.

Once with my lead- George Mendoza, he proceeded to pull circuit board for avionics. We proceeded to defuel # 3 and did the same for engine # 1. After the defuel was complete, we were asked to standby by port authority.

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