

JET A

3,000 gal

AIRCRAFT FUELING EQUIPMENT CHECKS	STATION KADS																EQUIPMENT ID# #3				MONTH JUNE YEAR 2019												
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
DAILY	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	
1. GENERAL CONDITION	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	
2. FILTER SUMPS - RECORD RATINGS	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4		
3. FILTER DIFFERENTIAL PRESSURE - Record PSI	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	
4. DEADMAN CONTROLS	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	
5. SAFETY INTERLOCKS	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	
6. NOZZLE FUELING PRESSURE - Record PSI	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	
7. HOSES, NOZZLES & SWIVELS	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	
8. STATIC REELS, CABLES & CLAMPS	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
9. LIFT PLATFORMS	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	
10. FIRE EXTINGUISHERS	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
11. SURGE/WASTE TANKS	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	
12. AIR TANKS	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	
13. REFUELING TRUCK TROUGHS	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	
14. REFUELING TRUCK SUMPS - RECORD RATINGS	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	
15. REFUELING TRUCK BOTTOM LOADING PRE-CHECK																																	
IDENTIFICATION OF PERSON PERFORMING TASKS OR PERSON ACCEPTING RESPONSIBILITY THAT TASKS WERE PERFORMED	NA	NA	KE	KE	KE	KE	KE	NA	NA	KE	KE	KE	KE	NA	NA	KE	KE	KE	KE	KE	KE	NA	NA	KE	KE	KE	KE	KE	KE	KE	NA	NA	
CONDITION CODES: S = SATISFACTORY; C = COMMENT (COMMENT REQUIRED IN REMARKS SECTION); NU = NOT USED; N/A = NOT APPLICABLE RATING OF SUMP SAMPLES: SOLIDS - 1 = CLEAN, 2 = SLIGHT, 3 = PARTICULATE, 4 = DIRTY; MOISTURE CONTENT - A = BRIGHT, B = HAZY, C = CLOUDY, D = WET (FREE WATER), E = SURFACTANTS																																	
REMARKS:	* METER CALIBRATION BY BASSCO, 6/11/19 *																																
RETAIN ON FILE FOR 12 MONTHS																																	

Truck 3
QC

JET A TANK #13

25,000 gal

FUEL FACILITY CHECKS													STATION <i>KADS</i>				FACILITY <i>MAD #13</i>				MONTH <i>JUN</i> YEAR <i>2019</i>										
DAILY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
1. GENERAL CONDITION OF TANK YARD	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S
2. SECURITY, FIRE & SAFETY DEFICIENCIES	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S
3. HOSES, SWIVELS, NOZZLES & COUPLERS	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S
4. STATIC REELS, CABLES AND CLAMPS	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S
5. FIRE EXTINGUISHERS	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S
TANK SUMP IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	
FILTER SUMP IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	IA	
IDENTIFICATION OF PERSON PERFORMING TASKS OR PERSON ACCEPTING RESPONSIBILITY THAT TASKS WERE PERFORMED	<i>WNA</i>	<i>PL</i>	<i>KO</i>	<i>KO</i>	<i>IC</i>	<i>KO</i>	<i>PL</i>	<i>WNA</i>	<i>WNA</i>	<i>IC</i>	<i>IC</i>	<i>IC</i>	<i>IC</i>	<i>IC</i>	<i>IC</i>	<i>WNA</i>	<i>PL</i>	<i>KO</i>	<i>IC</i>	<i>IC</i>	<i>IC</i>	<i>IC</i>	<i>PL</i>	<i>PL</i>	<i>KO</i>	<i>IC</i>	<i>IC</i>	<i>IC</i>	<i>IC</i>	<i>WNA</i>	
MONTHLY	DATE	SIGNATURE		6. FIL		7. CO		DATE		SIGNATURE		CONDITION CODES:																			
1. FILTRATION & FREE WATER TEST				6. FIL		7. CO						S = SATISFACTORY																			
2. BONDING CABLE CONTINUITY				6. FIL		7. CO						C = COMMENT																			
3. NOZZLE SCREENS				6. FIL		7. CO						NU = NOT USED																			
4. SIGNS, LABELS & PLACARDS				6. FIL		7. CO						N/A = NOT APPLICABLE																			
5. FLOATING SUCTION				6. FIL		7. CO																									
NOTE - RECORD SUMP RESULTS & FILTER DIFFERENTIAL PRESSURE ON SEPARATE FORM.																															
REMARKS:																															

FUEL FARM TANK 13
QC

LION AIR
DALLAS

Refueler Back-Up Log

Truck No.: 3

Date: 6/29/19

Fuel Type: ULFA

128

Id. Meter Start: 1633698 Aft: Meter Start: 162529

Beginning Balance: 31000

Aircraft Tail Number	Fwd Meter End	Fwd Total	Aft Meter End	Aft Total	Grand Total	Tank Balance	Δ psi	Svc Request	Location	IST Initials
		1946	162529	0	1946	1059		1946	4350	
9A3MK	1635644	300			300	1646	-	150/150	5	
889B	1635944	0			0	1046	-	000	1350	
315IG	1636544	26	162529	0	26	1020	20	500	MAU	
526FY	1636590	0	162529	0	0	300				
	topped off	truck # 13			750	2196		710	cted	
332WR	1637574	50	162579	50	150	2096		SOAKS	S	
700CP	1637124	279			279	1817	40	up to 200 lbs	MAIN	
XA-0AC	1637163	270			270	1547		270	MAIN	
5500S	1637973	74	1621655	76	150	1397		700 lbs	main	
317PB	1638047	25	1621680	25	50	1347		25/25+	MAZ	
5763DD	1638072	11	1621692	12	23	1374		710	MAU	
161RP	1638003	36			36+	1288		18118	Hg?	
847CP	1638113	150			150	1138		150-	MAU	
6050S	1638269									
TO PPE JOE					1850					

Truck topped
OFF AT FUEL
FARM

Beginning Balance:	Sales:	2352	Stop Number:
Top Offs:		3/4	Start Number:
Defuels:	Transferred To:		Total Pumped:
Transferred From:	Total Pumped:		Ending Balance:
Loading Balance:			



FUEL FARM LOG

DATE: 6/29/19

TIME	TRUCK #	TANK #	LST	Start Inch Reading	Ending Inch Reading	Total Gallons
0820	4	13		100.69	82.8	2791
1005	3	13		87.8	76.1	2869
13:17	2	13		84.10 76.13	64.80	2930
	4	13		64.79	57.16	2060
	1064	14		48.83	43.64	820
	3	13		57.16	50.1	1850
	1	13		50.1	46.27	1033
Truck 3 topped off from tank 13 on June 29						

Start of Day Inch Readings

End of Day Inch Readings

Tank 6 (Jet A)	<u>102.29</u>	Tank 6 (Jet A)	<u>102.34</u>
Tank 7 (Jet A)	<u>71.80</u>	Tank 7 (Jet A)	<u>71.81</u>
Tank 12 (Jet A)	<u>51.52</u>	Tank 12 (Jet A)	<u>82.61</u>
Tank 13 (Jet A)	<u>100.69</u>	Tank 13 (Jet A)	<u>46.08</u>
Tank 14 (Avgas)	<u>48.83</u>	Tank 14 (Avgas)	<u>43.65</u>

LOADS RECEIVED

TANK #	TIME	END INCH READING	BOL
12	1320	82.60	1196887

HUB Manager

Truck Report

FBO	Truck	Ticket	Tail	Airline	Flight	Emp.	Product	Date	Start	End	Net
ADS	3	104811	N913MK			1988	JET A	19-06-29 06:41	1633698.0	1635644.0	1,946.0
ADS	3	104812	N889B			2114	JET A	19-06-29 06:54	1635644.0	1635944.0	300.0
ADS	3	104813	N915FG			1988	JET A	19-06-29 07:09	1635944.0	1636544.0	600.0
ADS	3	104814	N526FX			1864	JET A	19-06-29 09:13	1636544.0	1636570.0	26.0
ADS	3	104815	N337WR			2097	JET A	19-06-29 10:38	1636570.0	1637374.0	804.0
ADS	3	104816	N700CP			1864	JET A	19-06-29 11:03	1637374.0	1637424.0	50.0
ADS	3	104817	XAOAC			SH	JET A	19-06-29 11:18	1637424.0	1637703.0	279.0
ADS	3	104818	N656QS			2097	JET A	19-06-29 11:56	1637703.0	1637973.0	270.0
ADS	3	104819	N317PB			2026	JET A	19-06-29 12:49	1637973.0	1638047.0	74.0
ADS	3	104820	N563DD			2026	JET A W/ADDITIVE	19-06-29 12:57	1638047.0	1638072.0	25.0
ADS	3	104821	N161RC			2097	JET A	19-06-29 13:07	1638072.0	1638083.0	11.0
ADS	3	104822	N847CP			1918	JET A W/ADDITIVE	19-06-29 16:59	1638083.0	1638119.0	36.0
ADS	3	104823	N605QS			2128	JET A	19-06-29 17:25	1638119.0	1638269.0	150.0
ADS	3	104824	RECR			2114	JET A	19-06-30 06:15	1638269.0	1638269.0	0.0
ADS	3	104825	N534FF	METER 1		1988	JET A	19-06-30 07:37	1638269.0	1638436.0	167.0
ADS	3	104826	N322P			1988	JET A W/ADDITIVE	19-06-30 07:55	1638436.0	1638536.0	100.0
ADS	3	104827	N717CD			2097	JET A	19-06-30 08:16	1638536.0	1638687.0	151.0
ADS	3	104828	N564QS			2097	JET A	19-06-30 08:34	1638687.0	1639313.0	626.0
ADS	3	104829	RECR			1210	JET A	19-06-30 11:41	1639313.0	1639314.0	1.0
										19	5,616.0
ADS	3	201358	N700CP			2097	JET A	19-06-29 11:03	162529.0	162579.0	50.0
ADS	3	201359	N317PB			2097	JET A	19-06-29 12:48	162579.0	162655.0	76.0
ADS	3	201360	N563DD			2097	JET A W/ADDITIVE	19-06-29 12:57	162655.0	162680.0	25.0
ADS	3	201361	N161RC			2150	JET A	19-06-29 13:07	162680.0	162692.0	12.0
ADS	3	201362	N534FF	METER 2		2097	JET A	19-06-30 07:37	162692.0	162854.0	162.0
ADS	3	201363	RECR			1210	JET A	19-06-30 11:43	162854.0	162856.0	2.0
										6	327.0
										25	5,943.0
										25	5,943.0

Computer log
 of truck 3
 activity.

Aircraft Incident Checklist (Phase 1)

Ver 1.4

FBO Name: MILLION AIR DALLAS Airport: ADDISON, TX (KADS) IATA Code: ADS

Date of Incident: 30-June 2019 Time of Incident: 9:10am FBO Contact and Phone #: Jeff Zimmerman [REDACTED]

Aircraft Type: KING AIR 350 N-Number: N534FF Type of Fuel the Aircraft Requires: Avgas 100LL Jet-A

If Jet fuel was involved, are there any air carriers fueled here? Yes No - If yes list them here _____
 Has Fueling Been Stopped? Yes No Was Additive used? Yes No If Yes, Was it Pre-Blended: Yes No N/A

Incident Description: Aircraft crashed on takeoff.

Were There Injuries or Fatalities? UNK Weather Conditions at Time of Incident: Clear/Dry

Does this location have both Avgas and Jet-A? Yes No If Yes, Was it Confirmed Not To Be a Misfueling by Checking Logs vs Totalizer Readings: Yes No

Tank Farm			Refueler			Self Serve / Dispenser		
	Fuel Quality <input type="checkbox"/> Checked	Results		Fuel Quality <input type="checkbox"/> Checked	Results		Fuel Quality <input type="checkbox"/> Checked	Results
At the Nozzle	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input checked="" type="checkbox"/> N/A		At the Nozzle	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	CLEAR & BRIGHT	At the Nozzle	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Filter Sump	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	CLEAR & BRIGHT	Filter Sump	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	CLEAR & BRIGHT	Filter Sump	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Tank Sump	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	CLEAR & BRIGHT	Tank Sump	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	CLEAR & BRIGHT	Tank Sump	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Corrected API Gravity			Corrected API Gravity			Corrected API Gravity		

When Was the Last Load of Fuel in Question Delivered? _____ Corrected API Gravity of Last Two Loads: _____

How Many Aircraft Were Fueled From this Refueler/Self Serve Since Last Load Delivered? 13 Any Additional Aircraft Issues? Yes No

How Many Aircraft Were Fueled From this Refueler/Self Serve After the Incident? 0 Additional Comments:

6-30-19

I, Ryan Eric Buchanan, was dispatched to the westside of Adelison Airport to fuel N534FF King Air 350 @ Kitty Hawk Hangar.

Left Million Air in Jet A Truck 03 from North Ramp. Traveled to SW corner of field, South End of Bravo. Called Tower (121.6) for taxi to Kitty Hawk Hangar for N534FF
(North on
Bravo)

and proceeded to Hangar. Approached Aircraft and set up for fueling. Approached personnel onboard aircraft. Confirmed w/ mechanic fuel order was a complete Top off, all four tanks with Jet A, Negative (No prist) on King Air N534FF. Mechanic brought pilot of aircraft to confirm fuel order of a complete Top off of all 4 (four) Tanks with Jet A negative (No prist). Confirmed Cedric (coworker) fueled Right side tanks (2 tanks) and Ryan Buchanan fueled left side tanks (2 tanks) Completed fuel order of top off all four (4) tanks of King Air N534FF. (329 gallons negative. Prist) Handed receipt to pilot and final confirmation of Top off all four tanks of King Air N534FF. Confirmed.

Ryan Buchanan

cell- [REDACTED]

6-30-19

11:44 AM.

6/30/19

I was told to Top off ALL tanks
on N534FF. Pilots were there when we
were fueling. After fueling the King Air,
My Co-worker checked with the pilots.
I fueled the pilots Right wing Inboard
and out.

11
[REDACTED]
[REDACTED]

6-30-19

I WAS TOWING a Plane from ATP Ramp to M.A.D North Ramp via "A" when I seen and heard a huge fire explosion beside Atlantic Aviation hanger. I called my Supervisor Chris and Vice Pres Jeff immediately. I thought it was a hanger explosion until I found out later that it was N534FF that crashed/landed.

[REDACTED]