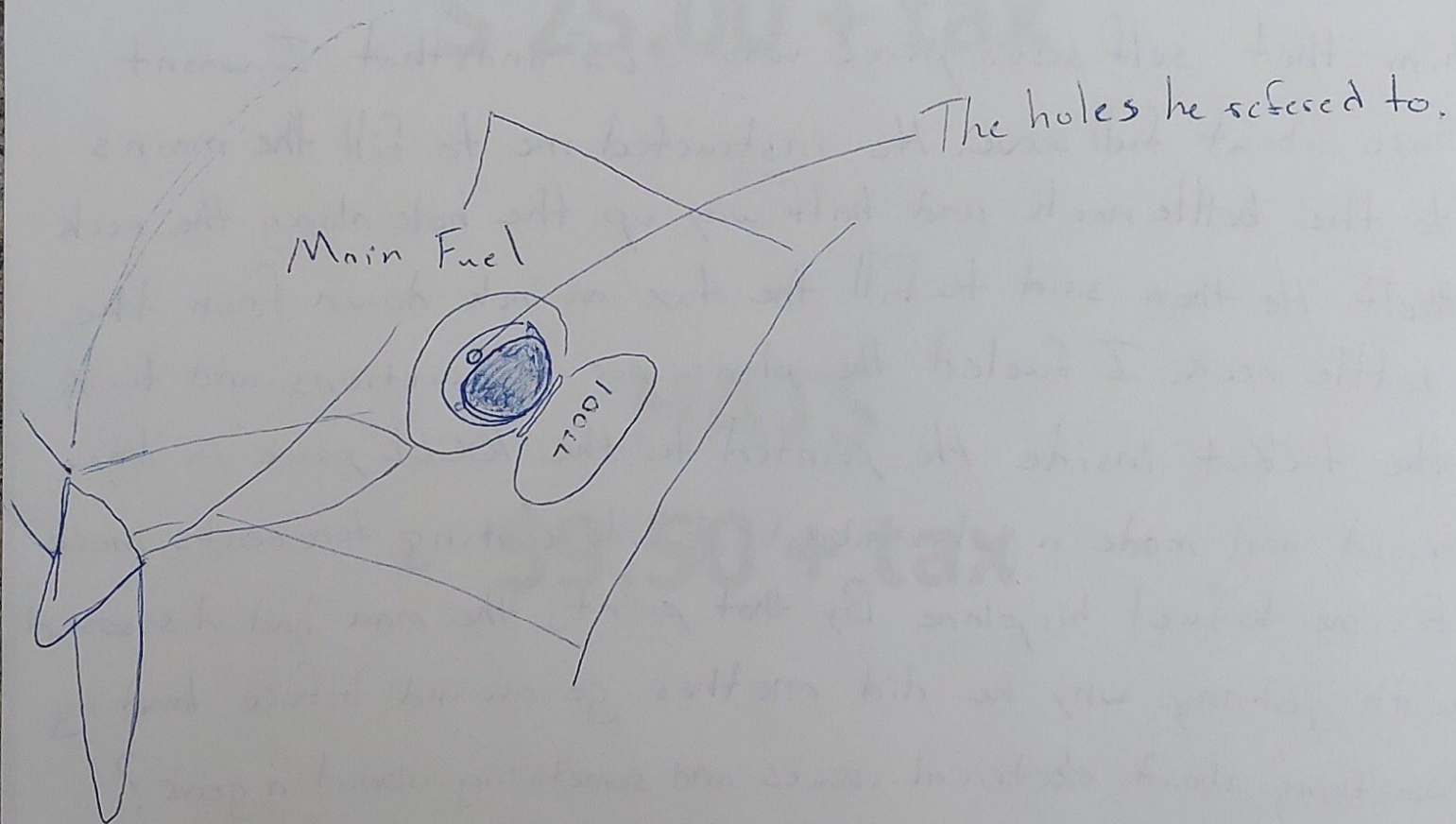


Johnny and I were helping the new instructor for Dicey get MX started, the plane had parked itself on a T-marking. Once MX was started, I stopped by their plane and asked if they'd like fuel. At first, he said they had just stopped so that the wife could use the restroom. As I turned around he proclaimed that he might as well top off. He then asked the price of fuel. I said "100LL?" and he said yes. I told him that self serve price was 5.65 and that I wasn't sure about full serve. He instructed me to fill the mains to the bottle neck and half way up the hole along the neck itself. He then said to fill the Aux an inch down from the bottle neck. I fueled the plane per instructions and took the ticket inside. He pointed to the 100LL price on the board and made a joke about it only costing ten cents more for me to fuel his plane. By that point, the man had discussed with Johnny why he did another go around before landing. Something about electrical issues and something about a gear? I asked if he was ready to pay, he took a second, and said yes. He went to get his card from his wallet and stopped for another second, handed me a card, and then asked for it back. He gave me another card and when I asked him for the zip code he took a few



Seconds to respond. At this point he seemed a little spaced out. He signed the receipt as his wife turned the corner coming back from the bathroom. After the transaction, I went to the bathroom to blow my nose. Between the plane firing up and leaving the pattern, I don't remember a single radio call made if there were any. The man seemed either shook ~~or~~<sup>as if</sup> his mind was on something else.



Piper PA-30 Twin Comanche (twin piston)



11/19/22

I WAS NOT DIRECTLY INVOLVED WITH THE FUELING OF N72954.

I WAS BOOSTING ANOTHER AIRCRAFT AT THAT TIME. I RECALL HEARING N72954 CALLING FOR A GO AROUND ON MY HANDHELD RADIO.

WHEN RETURNING TO THE OFFICE, I QUESTIONED THE PILOT CONCERNING THE GO AROUND. HE STATED THAT HE HAD BEEN EXPERIENCING ELECTRICAL PROBLEMS AND HAD A POWER FAILURE ON FINAL TO RUNWAY 6. HE WAS UNABLE TO OPERATE THE LANDING GEAR SOMETIMES, YET HIS GEAR WAS DOWN DURING THE GO AROUND AND RETURN TO LANDING.

JOHN H. COLLETTE

LINEMAN

LONDON-CORBIN AIRPORT

LONDON KY.

LONDON-CORBIN AIRPORT  
Registration and Service Order

N 7295 Y Date 11/19/22

Type Cherokee

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Local Address/Contact \_\_\_\_\_

Cash  CC  Contract  Overnight Parking

EST Dep. \_\_\_\_\_ PLEASE PRESENT CREDIT CARD  
AT THIS TIME FOR STAMPING

SERVICES REQUESTED

FUEL

'22NOV19 965

100LL

Main TC Aux \_\_\_\_\_ Other \_\_\_\_\_

OIL

Det  Non-Det. \_\_\_ Wt. Fill To \_\_\_\_\_ Qts.

PRIST

\_\_\_\_\_ CANS

SERVICES COMPLETED

100LL

Meter Finish 16027670

Meter Start 16027376

Total Total 29.4

OIL \_\_\_\_\_ Qts. PRIST \_\_\_\_\_ CANS

Served By: JB



11/19/22

10:38:28 AM

MasterCard  
Sale

Merchant ID: 16560  
Terminal ID: 10011389201

London-Corbin Airport Board

London

V2.0.MDH.1.1

Batch 796

Invoice 116587

Entry Method: ContactEMV

Card #: [REDACTED]

Exp. Date: [REDACTED]

Tail #: 7295Y

Avgas 100LL 29.40 Gallons

@ \$5.75000/Gallons \$ 169.05

Total \$ 169.05

Approved: [REDACTED]

EMV Information

AID # : A0000000041010

AID Label : [REDACTED]

TC : [REDACTED]

TSI : [REDACTED]

TVR : [REDACTED]





1 of 3		Truck #2							1200						<del>3300</del> Alys						11/27											
Alys TRUCK		Vehicle ID (Daily & Weekly)							Tank Size						Product Type						DATE:											
Line No.	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
DV1	General Condition	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	
DV2	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	
DV3	Vehicle Tank Sump (visual & water)* <i>Record Sump Sample Rating Results</i>	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
DV3a	Additional Tank Sump-If Applicable	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	
DV4	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	
DV5	Hoses, Swivels, Nozzles, Couplings & Dust Covers	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	
DV6	Filter Sumps (visual & water) <i>Record Sump Sample Rating Results</i>	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
DV7	Deadman Control	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	
DV8	Nozzle Fueling Pressure (first fueling of day) JetA*	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	
DV8a	Nozzle Fueling Pressure (During Recirculation) JetA*	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	
DV9	Filter Differential Pressure * <i>Record Differential Pressure (psi)</i>	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
DV10	Surge/Relief Waste Tank	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	
DV11	Air Tanks	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	
DV12	Tanker Trough (Clear)	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	
DV13	Brake Interlock (Safety)	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	
DV14	Tanker Bottom Loading Pressure Check	NU	NU	NU	NU	NU	NU	NU	NU	NU	NU	NU	NU	NU	NU	NU	NU	NU	NU	NU	NU	NU	NU	NU	NU	NU	NU	NU	NU	NU	NU	
DV15	Lift Platform	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	
Initials of Inspector		[Redacted]																														
Line No.	Weekly	OHMS	Date	Initials of Inspector	Line No.	Weekly	DATE	Initials Inspector Weekly																								
WV1	Bonding Cable / System Continuity Checks	.4	11/3	[Redacted]	WV2	CORRECTED DIFFERENTIAL PRESSURE (EA FILTER)																										
	(including during unreeling through one full revolution)	.4	11/27	[Redacted]		METHOD USED:	Vekon DP Conversion Calculator																									
Reel ID#						FILTER NUMBER	OBSERVED DP	ACTUAL FLOW RATE																								
Reel ID#							See paperwork																									
Reel ID#																																
Reel ID#																																
Reel ID#																																
Reel ID#																																

Condition Codes: S=Satisfactory, C=Comment, N/U=Not Used, N/A=Not Applicable

Ratings of Sump Samples  
Solids: 1=Clean, 2=Slight, 3=Particulate, 4=Dirty  
Water: A=Bright, B=Hazy, C=Cloudy, D=Wet (Free Water), E=Surfactants

\*Dailys 3, 3A, 6, require solid-water findings & items 8, 8a, 9

KM-1-2020/ATA 103-2019.1  
Retain for 12 months



**Incident / Accident Form**

Nature of Accident / Aircraft – Incident Information		
Account Name: <i>London Corbin Airport</i>	Incident Type (Crash or *Spill): <i>Crash</i>	Date of Incident: <i>11-19-22</i>
Aircraft Type: <i>PA-30</i>	Number of Injuries:	Number of Fatalities: <i>2</i>
Gallons Fueled: <i>29.4</i>	Fueling Date: <i>11-19-22</i> <i>about 9:45AM</i>	Dispensed from: <i>Augas Truck</i>
Product Type: <i>Augas</i>	Date of last load: <i>10-13-22</i>	API at Receipt (Observed): <i>66.5/56</i> (API/Temp and corrected) <i>67</i>

**API Gravity and Sump Results after incident (self-serve/storage tank/truck)**

Self-Serve: Observed (API / Temp)	Corrected	Storage Tank: Observed (API / Temp)	Corrected	Truck: Observed (API / Temp)	Corrected
		<i>63.7/34</i>	<i>67.2</i>	<i>64/36</i>	<i>67.2</i>
Sump Self-Serve: Tank	Filter Sump	Storage Tank Sump:	Filter Sump:	Truck Tank Sump	Filter
		<i>1A / clear &amp; clear</i>	<i>1A clear &amp; clear</i>	<i>1A clear/clear</i>	<i>1A clear/clear</i>

**Aircraft Fueled before Incident / after incident / Total number Fuels from Last Load received**

No. of A/C fueled Prior: <i>144</i>	No. of A/C After: <i>8</i>	Total # A/C Fueled from last load: <i>153</i>
-------------------------------------	----------------------------	-----------------------------------------------

Results Brown Paper Bag: <i>Negative for contamination</i>	Equipment in Quarantine Status (Type): <i>Augas Truck</i>
Retain Sample Taken Date: <i>11-19-22</i>	Maintained On Site / Shipped to Lab:

FSII date last changed (jeta only): \_\_\_\_\_ Millipore Pre & Post Results (jeta only): \_\_\_\_\_

Comments: *Since last truck top off there has been 25 aircraft fueled. 16 before the aircraft 7295Y and 8 after.*

*Took sample from Augas Truck 11-19-22 / Fuel from truck & Farm is clear and clear.*

**Fueling Equipment**

Type: <i>Augas Fuel Truck</i>	Capacity: <i>1,200</i>	Elements last installed: <i>10/31/22</i>
Date hose last checked: <i>11-18-22</i>	Filter Vessel Last sumped & results: <i>11-19-22 / 1A</i>	Tank last topped off date: <i>11-14-22</i>
Quantity and Grade loaded: <i>522.6 / Augas</i>	Settling time after loading: <i>1 hour</i>	Results, water checks after loading: <i>1A / clear &amp; clear</i>
Name of operator who loaded vehicle / or self-serve (if applicable): <i>Brad Wilson</i>		
Equipment last checked for water prior to incident, date, time, method, results (Tank – Filter): <i>11-19-22 8:15am Sumped Augas truck farm, S.S.</i>		
Name of operator who performed water checks prior to incident: <i>John Collett      Jacob Boggs</i>		
Results and date of last Millipore test (JetA product ONLY): <i>1A</i>		

\*If Spill please indicate number of gallons of spillage here: \_\_\_\_\_



**Incident / Accident Report**

Receipts into Storage Tank Used (last 3)			
Information Needed	Load 1	Load 2	Load 3
Date Received	10-13-22	9-14-22	8-16-22
Supplying Terminal	Transmontaigne	Transmontaigne	Transmontaigne
Transport Company /Trailer Number	marlin/602	marlin/602	Usher/216
Grade Received	Avgas	Avgas	Avgas
Number of Gallons Received	8500	5000	8200
Batch Clearance Cert, Release Cert, and or Bill of Lading Number	627958	627930	598388
Seals – State whether intact and quote no. (If Fit)	Yes/5	Yes/5	Yes/4
Fuel Color (sump sample from Transport)	Blue	Blue	Blue
Tank compartment water checks-attach a copy of the aviation fuel receipt record	No water	No water	No water
API Gravity Corrected to 60 degrees	67	66.7	66.7
Batch Number / Test Report Number	1/MFG-220910 1-0080	2/ work order # 2/2347-22	Batch ID-13-22072.7- 13239/MFG-220728-00048
Time Load Introduced into Storage	11am	2pm	5pm
Fuel Receipt Checks performed by (Name)	Josh Hammons	Josh Hammons	Josh Hammons
<b>Retention Samples Drawn in Approved Epoxy Container (1 Gallon JetA / 5 Gallon Avgas)</b>			
Storage Tank: Yes / No	Truck: <input checked="" type="checkbox"/> Yes / No	Cabinet / Self-Serve: Yes / No	
Name of operator who drew samples: <u>Joshua Hammons / Jonah Baggs</u>			
<b>Reporting Official's Information for Incident</b>			
Report completed by (Name): <u>Josh Hammons</u>	Job Title: <u>Line Supervisor</u>		
Contact Telephone:	FAX:	Email:	
Date Report Completed and Faxed: <u>11-20-22</u>			
Signature of Reporter:			



2 of 3		Augus Truck			1,200	Augus/100LL	11/22		
		Vehicle ID (Monthly)			Tank Size	Product Type	DATE:		
Line No.	MONTHLY	Condition Code	Date	Initials	Line No.	Monthly	Condition Code	Date	Initials
MV1	Filtration Test (Millipore) JetA Only	NA	NA	NA	MV14	Emergency Fuel Shutoff System (Each System)	S	11/30	JH
MV2	Free Water Checks (30 PPM Fail)	<15ppm	11/30	JH		Flow Rate:	40		
MV3	Nozzle Screen (ALL) visual inspection	S	11/30	JH		Record Overrun (Gallons)*:	0		
MV3a	Nozzle Screen Cleaning (Required for ALL with filter monitors)	S	11/30	JH		Flow Rate:			
						Record Overrun (Gallons)*:			
MV4	Signs, Labels & Placards	S	11/30	JH		Flow Rate:			
MV5	Spill Kits	S	11/30	JH		Record Overrun (Gallons)*:			
MV6	Fire Extinguishers	S	11/30	JH		Flow Rate:			
MV7	Fuel Hose	S	11/30	JH		Record Overrun (Gallons)*:			
MV8	Meter Seals	S	11/30	JH		Flow Rate:			
MV9	Lift Platforms	NA	NA	NA		Record Overrun (Gallons)*:			
MV10	Refueling Vehicle Tank Interiors	Use Tank Inspection/Cleaning Vehicle form			MV15	Deadman Control Systems	S	11/30	JH
MV11	Refueling Vehicle Vents & Dome Covers	S	11/30	JH		Record Overrun (Gallons)*:			
MV12	Refueling Vehicle Trough Drains	S	11/30	JH		<i>Note: Verify Each Device Will Completely Stop Fuel Flow Before Overrun Has Exceeded 5% of Actual Flow Rate</i>			
		% by Volume and or Gallons	Date	Initials		Remarks :			
MV13	FSII (additive) Dosing Verification check* Preblended (B2 testing) % by Volume (JetA only)	NA							
	UnBlended (Injector Calibration) oz. per 100 gallons (JetA only)								

\*Requires calibration of injector or verification utilizing B2 testing

Condition Codes: S=Satisfactory, C=Comment, N/U=Not Used, N/A=Not Applicable