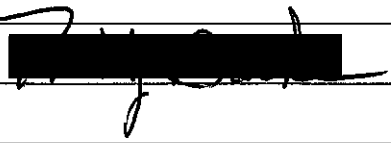




PEACHTREE CITY
Hotel & Conference Center

Wed. May 8, 2019. I Robby Burke during my nightly check List. I noticed the Prist was low on Truck #6 I went to the shed I noticed the Prist bottle was low There was another bottle beside it. I thought at the time it was prist. So I dumped it into the other bottle. I then took it to Truck #6 and dumped it into The Prist bottle on the Truck. When I returned back to work on the SAM. May 13. That's when I found out what had happen. I got to thinking about the Prist So realized That what I ~~to~~ dumped into the Prist Bottle wasnt Prist. I found out it was "DEF". It has been on my mine, it was hard to realize what I had done. So on this Day May 20, 2019. I told Keith Hafenbteidel what I had done. I told him I was sorry for taking so long to tell him. But I needed to tell him. This is my Confession for that mistake. I am not sure on the time of night when that happened. Truck 6 was not moved after I put the Prist in. My shift ended at 2300.







Inspector Statement

Mr. Ron Mallard, COO of KPGD FBO, contacted the Tampa FSDO by telephone at approximately 12:15 pm and stated that Mr. Robby Burke would be available for an interview at 3:00 pm at their facility on 05-22-19. I stated that I would participate by telephone. I reached out to AIR-20 by email and requested that they participate in the interview if they needed any additional specific information. I did not hear back from them before 3:00 pm.

I contacted the FBO by telephone at 3:00 pm. Mr. Ron Mallard stated that the following personal were present during this interview: Mr. Robby Burke, Mr. Keith Hafenbreidel, and Mr. Benjamin Duke

I informed Mr. Burke that my intent today is to ensure that any data that I collect regarding this event will be used to help prevent future similar incidents. I asked Mr. Burke how long he had been employed at the FBO. He stated 4 years and 7 months. He stated his title is a Line Tech Supervisor and works in the evenings from 1:00 pm until 11:00 pm. His experience before that is unrelated to Aviation, and was in the manufacturing field. He stated he was born in 1955. I informed him that I have multiple questions; however I first wanted to discuss his written statement in detail.

We began to discuss his written statement. Mr. Burke confirmed that he was 100% certain that he had only serviced the FSII on truck #6. He stated he went to the shed by the FBO where the two bottles of FSII were. He described one bottle as an actual FSII 5 gallon pale, and the second bottle was white/clear in color, about 2 ½ gallons. He was unsure if the smaller bottle had any markings on it. Mr. Hafenbreidel stated that the bottle used for DEF servicing was blue in color. Mr. Burke stated the 55 gallon drum of FSII was in the shed on the south ramp. He stated that he uses a FSII 5 gallon pale and services it from the 55 gallon drum of FSII, then services the FSII pales on the fuel trucks. He stated he has been using that method since August or so of 2018, which was the same time that the FBO purchased a 55 gallon drum of FSII. He was unsure if other employees used that same method, he stated he has not physically seen any other employee use that method. He stated that the methods were "policy". He stated that servicing the FSII pales on the trucks is on the evening checklists, however this is the first time he had done so in about 6 months, he stated that usually other linemen perform this task. He stated that the 5 gallon FSII pale that he used was unmarked, he was unsure if the smaller 2 ½ container was marked.

He stated that he has never serviced the fuel trucks with DEF, although he received DEF training and cross contamination training back in June 2018.

He also stated that when he used the 5 gallon FSII pale to service truck #6, he did not empty the pale, and put it back in the shed. He stated that the 2 ½ gallon smaller container, also was not emptied. I asked FBO personnel if they were aware of the location of these items, which they stated that after the initial discovery of some sort of contamination, all sheds and areas were cleaned, and any unmarked materials and containers were removed and put in the dumpster. I requested that they search all common areas again to ensure that there is no unmarked product that still remains in the FBO's possession. Mr. Hafenbreidel stated that they would do so and inform me of the results.


Mr. Burke stated that when he returned to work on Saturday, May 11, he found out that the FBO was testing fuel for contamination, and then they moved toward the FSII contamination after receiving the initial lab results. When the lab results said that the FSII was contaminated with water, he still did not realize what had happened. He stated a day or two after that is when he overheard a conversation that someone had removed the FSII and DEF containers from the shed by the FBO, that was when he realized that he had mixed the DEF with the FSII and serviced Truck #6.

I asked Mr. Burke if he was aware what time he had serviced truck #6 on May 8, 2019, he stated he did not know, however Mr. Duke stated that their video system determined that at approximately 5:15 pm was when he serviced truck #6. Mr. Duke confirmed that the truck did not move the rest of the evening, and then began fueling aircraft the next morning early am. FBO personal identified three aircraft the morning of May 9, 2018, that had received FSII, up until fuel truck #6 was quarantined. I requested a list of aircraft fueled by truck #6 on 05-09-19. Mr. Hafenbreidel stated he would send me that information by email.

Mr. Burke stated he was unaware who put the 2 ½ gallon container of DEF in the shed by the FBO, Mr. Hafenbreidel stated they are still investigating to determine that information. Mr. Burke stated that it has been 2 or 3 years since they received these trucks requiring DEF, which Mr. Mallard stated he did not want these trucks with DEF, but eventually had no choice.

Mr. Burke stated that he was not in a hurry, and prior to this event, he does not have any existing new personal situations/stress that was affecting his performance.

I asked Mr. Burke if he had any further comments. He stated that DEF servicing should be handled by maintenance personnel and not lineman.


Mark V. Keefer
Aviation Safety Inspector
Tampa Flight Standards District Office


May 22, 2019