

On August 27th, 2014, I was performing my closing duties, when I heard the faint sound of what I thought was an airplane. I went outside to see N51RX was parked in the number one spot of the ramp. After I set the chocks, the pilot requested "20 gallons aside", through the cabin window. I went and got in Jet2, then proceeded to pull up to the plane. I got out and reiterated "20 aside", to which the pilot looked over and replied "yes please". I bonded the truck to the nose gear and started fueling the plane. When I went to replace the fuel I couldn't get it with one hand, so I went to the other side where the pilot was talking to another crew member who was sitting on the steps of the aircraft about 5 feet away from me, while they waited for the patient to arrive. As I was finishing fueling, the pilot asked me if he needed to go inside to get his receipt. I told him that he could either come inside or I could bring it out. When I tried to secure the caps he saw that I was struggling and stated that they were a little tricky and assisted me in putting both of them back on. I then parked the truck and went inside to finish the fuel ticket, another crew member walked out of the FBO's restroom as I walked in. I entered the fuel ticket into the PRISIM computer system, then I entered the fuel ticket information in the Phillips 66 INTO plane site. I then walked out to the plane, just as the ambulance had arrived. I presented the receipt to the pilot, which he reviewed and signed, he kept one copy for his records and I kept the signed copy. At that point I noticed a man walking in the parking lot and told him I would be right with him. The gentleman replied that the patient was his brother and asked if he could say goodbye to which I said "yes". I went inside to finish my closing duties, then went back outside just as the plane was taxiing towards runway's 26 and 30. The brother of the patient asked me where they were taking off so he could watch. I pointed to the runway where it looked like they were going to depart from, and went back inside to double check that the hangar was closed. Very shortly afterwards, the brother came inside and stated "that was fast", I chuckled and he left the FBO. I then clocked out at 7:00pm, and secured the building as I was leaving. I went outside to my car to go home, during my drive home I received a phone call at approximately 7:21pm from Elite Medical Transport dispatch asking if the plane had been there, I replied that they had fueled and already left. At which point she stated they declared an emergency landing and were circling back. She wanted to know if there was anyone there to verify the plane had made it back. I referred her to call the City of Las Cruces terminal building or the Fire Department on the field, which is located directly across the ramp. About 5 minutes later, Elite Medical Transport dispatch called me back requesting the same information on the same aircraft. I repeated the same information that I provided her on the earlier phone call, I then called my manager and let him know they were inquiring about the plane returning and asked if there was another phone number that I could provide to them.


Devin James Cooper

8/30/2014
Date

TAXI WAY

Building 3USA

Parking lot

GATE
↓

AV-1

JET 3

JET 2

AV-2

NSIRX