

12/6/17

On ~~12/7/17~~, N679EA was scheduled to depart from our ramp, I saw that the pilot requested a t/o (top off).

I asked LST (Roger Wilkenson) to verify that this was done, he reported that it was fuelled @ 2:46 am and was approximately 1" down.

Around 7 am (0700) the pilot arrived w/a female companion they went to the aircraft, I did not see the pilot do a preflight at that time, however I was not watching him the whole time, the pilot and his companion left, the pilot returned alone. Some time later that morning, I approached and greeted him. Complimented his sweater, we spoke about his O2 service, as he got a call saying the port couldn't be found, and I verified that it was completed. He then said he was flying to St. Louis, to visit family & that he was based there as well, I left him to finish his pre flight, I did not speak to him again.

Note: Prior to the above statement, when I arrived @ work at 0500, 3rd shift was working on the O2 service for N679EA, I checked on them and saw that new O2 bottles were needed to complete the service, I oversaw the bottle exchange, and completed the O2 service.

[REDACTED]

12/12/17

Cutter Aviation
Line Supervisor.

Roger Wilkinson
12/12/2017

On the morning of December 06, 2017 after I (Roger Wilkinson) clocked into work, Carl Brown my Line Manager told me that I needed to check the Beechcraft Baron N679EA that was on Cutter's front Apron to see if it was topped off before the aircraft's departure. Later in the morning when the sun was up and after I had fueled a different aircraft I went to the Beechcraft Baron N679EA and opened the fuel cap on the pilot's right wing fuel tank and then I pushed down on the metal flapper that covers the fuel tank and looked inside and the fuel was about 1" to 1 1/2" inches down from the top of the flapper and as I was looking at the fuel Zach my fellow employee came up next to me and I showed him the fuel level too. Then I put the fuel cap back on the right wing tank. I then went and looked at the fuel gauge on the right wing tank and it was a little bit down from the 87 gallon mark. I then got a fuel call and went to fuel that aircraft. After that I went up front to let our customer service representative Ashton know that the fuel looked to be 1" to 1 1/2" inches down from the top on the right wing tank and a little bit down on the right wing fuel gauge. I also asked Ashton to check and see if this aircraft N679EA was topped off by second shift the night before or by our cutter midnight shift employees. I then went back out to the Westwind Flight School to fuel. Later in the day Ashton called out to Carl Brown that N679EA had taken

12-12-17

The morning of December 6th, 2017 at about 0630 Mr Smith arrived asking for a receipt for his services. I stated that I wasn't aware we had his credit Card information on file. He said he was on file under Jim Smith. He then proceeded to the Deer Valley Airport Restaurant. During Smith's time at the restaurant my fellow co-worker Roger Wilkenson asked me if I could verify if N679EA had been fueled. I checked in our system and verified he had been fueled in the amount of 72.0 gallons. Mr. Smith returned from the restaurant to ask if his Oxygen Service had been completed because he received a voicemail from Cutter that we couldn't figure out where the port was to fill the O2. I told him that we indeed filled his Oxygen. He then went back to the restaurant. Once he returned he came through Cutter Lobby and out to the ramp for departure.

Ashton Fredericks

