

RE: N81481 fuel records

Oct 23, 2024, 2:08 PM

13 attachments - Expire: 1737521999000
Message body secured

Please see attached statement, photos and Video, VM and related documents
We received an avgas delivery on 10/03/2024 of 3000 gallons into our International 4700 storage tank truck.
between 10/03/2024 and 10/17 the date of the accident we had transferred a total of 2000 gallons into the 750 gallon Isuzu Avgas truck for intoplane operations, 80 aircraft in total without incident.
We had last transferred 500 gallons into the Isuzu on 10/13, and pumped into 13 aircraft a total of 360.6 gallons with out incident. we had 195 gallons remaining on the Isuzu. prior to refueling N81481.
Our fuel filters were changed by Bassco, in August 2024
We use Avfuel as our fuel supplier please see attached BOL and spec sheets from fuel delivery on 10/03

Upon receiving a phone call from George Baldwin on the date of the accident at 10:43am, via Voice mail attached.
We obtained a fuel sample immediately, sealed, dated and timed the sample at 11am
I retained the sample and have attached 2 photos with todays date 10 23 2024.

Thank you

Sent: Wednesday, October 23, 2024 11:23 AM

Subject: N81481 fuel records

Hello,

Please send video of 100LL fueling, inspection records, photos of fuel samples, and anything else related.

Thank you!
Josh Lindberg
Senior Aviation Accident Investigator
National Transportation Safety Board

📎 13 attachments:
Expires: Jan 21, 2025

avgas truck .jpg

✓ 2.1 MB

Fuel Sample.jpg

✓ 270.0 KB

81481.jpg

✓ 202.8 KB

N81481.mp4

✓ 15.2 MB

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✓

RE: N8141, 17th October, 2024

Melissa,

As requested, here is a detailed description of my interaction with the aircraft N81481 and its crew and passengers on the 17th of October, 2024.

I arrived to commence my workday at approximately 0750hrs, at 0757hrs I refueled N64367 with 100LL using our fuel truck. At approximately 0900hrs, I observed Piper Saratoga/Lance land on runway 18. It taxied to Terrell Aviation and shut down in front of the building. I left the building as the occupants exited and greeted them, as far as I recall George was the older left seat pilot, and Jonathan was in the right seat and Brandon was seated in the back behind the pilot. They requested a top-off of 100LL, so I retrieved the truck and parked it in front of the plane. I attached the grounding strap to the nosewheel, and proceeded to unreel the hose to my left, the airplanes right wingtip. I filled the tank on the right wing before walking to the other side and filled the left wing. During fueling, I observed a standard colour (light blue) and no unusual smell. I do not recall the exact breakdown of how much each wing tank received, but after fueling I took a photo of both the fuel truck totalizer, 60.3 gal, and the tail number of the aircraft, N81481, for records and fuel log entries (see attachment 1 & 2). After parking the truck back, I headed inside to take payment. The transaction was processed at 9:08:55am per the receipt. After payment, I requested from George that I be allowed to take photos of the aircraft for social media, to which he consented but requested his name be withheld. I took 2 photos from approximately 3 metres from the right wingtip, at an angle which obscured the tail number (see attachment 3 & 4). After taking these photos, I proceeded to the front right of the aircraft, to get a closer look at the interior as I was interested in the instrument panel and the room inside. Inside, there were several fishing rods and some personal gear on the right-hand side behind the co-pilots seat, and they mentioned they were going on a fishing trip to Louisiana. As I looked, they proceeded to load back into the aircraft, while I did not pay close attention it seemed as they were loading in the order that they got out, with George flying, Jonathan right seat and Brandon behind the pilot. I walked back inside, and they started up shortly after. I did not pay close attention to the time they started to the time they left, but after a brief delay, they taxied to runway 18 and departed not long after.

Attachment 1:



Attachment 2:



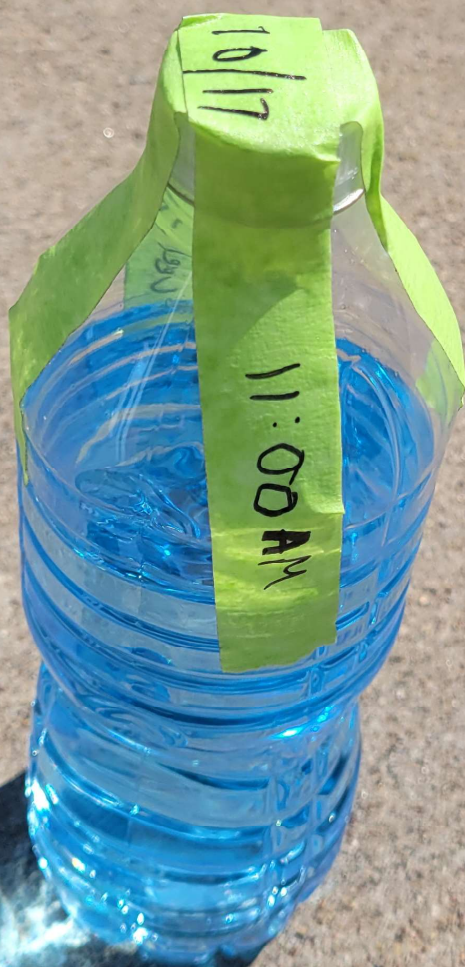
Attachment 3:



Attachment 4:









RELEASE CERTIFICATE

RELEASE #: 73544K

1. TO BE COMPLETED BY THE SUPPLYING REFINERY, TERMINAL, OR CARRIER

Terminal Name: ITC
Product Grade: Avgas Jet Jet w/FSII JP-8
Supplier Tank #: 100-24
Batch #: 120-24-15907
BOL API Gravity @ 60°F: 69.6
Load Date: 10-3-24

Dispatched Carrier: [REDACTED]
Carrier Phone #: [REDACTED]
Bill of Lading #: [REDACTED]
Transport Trailer #: [REDACTED]
Order Quantity (US Gal): 3000
Load Time: 0743-1118

Section 2. TO BE COMPLETED BY THE CARRIER (As recommended in Avfuel Loading Guidelines)

PRE LOADING

- A) Trailer is dedicated to (Circle One)
Jet / Avgas / Multiple Products
- B) Steam cleaned and dried? Yes / No
- C) Cleaning certificate #: NA
- D) Prior to loading at the terminal, I personally drained all associated transfer lines and found that they were dry and free of visual contaminants.
- E) I have a copy of last BoL available for review

I certify that the above information is correct and that after loading the truck was not moved for 5 minutes to allow settling and relaxation with the belly valve open.

POST LOADING

- F) BoL Product Verification
Product Ordered: 3000 Avgas 100 LL
Product Loaded: 3090 Avgas 100 LL
- G) Anti-Icing Additive Injected (US Gal): NA
(~10 Gal per 8000 Gal Jet Fuel)
Rack Injected While Loading Yes / No
Trailer Injected While Loading Yes / No
- H) Product visually clear and bright? Yes / No

Driver Name (Print): [REDACTED]
Driver Signature: [REDACTED]

Section 3. TO BE COMPLETED PRIOR TO UNLOADING FOR JET AND AVGAS

By signing below I certify that:

- A) Immediately prior to sampling, the delivery vehicle was not moved for a 10 minute settling and relaxation period with bottom valves open.
- B) I have performed a complete visual inspection of all the delivery vehicle compartments and have performed a minimum of a white bucket or a "clear and bright" visual inspection on a sample of product taken from each compartment of the delivery vehicle and declare all results satisfactory.
- C) I have verified that the accompanying certificate of analysis (CofA) and the invoiced (BoL) product is the same as ordered and loaded by the carrier and that it is being offloaded into proper storage tank, while remaining on site at all times during the delivery.

Note: Customer is solely responsible for any injury or damages suffered while visually inspecting the top of the delivery vehicle and waives all claims against Avfuel, the carrier or the driver for such injury or damages.

Observed API Gravity: _____ Observed Temp°F: _____ API Gravity @ 60°F: _____

API Gravity @ 60°F _____ - BOL API Gravity @ 60°F _____ = Difference of _____

Customer Tank # (s): _____ Location: _____ Arrival Time: _____

Demurrage Time (hrs): _____ Reason: _____

Delivery Driver Signature: [REDACTED] / [REDACTED] Date: 10-3-24

Customer Rep Signature: [REDACTED] / [REDACTED] Date: 10/3/24

Section 4. TO BE COMPLETED BY CUSTOMER RECEIVING FUEL - AFTER OFFLOADING

Quantity Received: Gross: _____ Net: _____ Time: _____
Customer Rep Signature: [REDACTED] / [REDACTED] Date: 10/3/24



Certificate of Analysis

Vessel / Object: 100-24
Location: Deer Park, TX / ITC (United States)
Job Type: Discharge
Product Grade: Aviation Fuel / AVGAS 100LL
Client Reference: Shell Trading US Company / [REDACTED]
Client Reference: ExxonMobil Oil Corporation [REDACTED]

Job No: 120-24-15907
Date Sampled: 09/24/24
Date Tested: 09/25/24
Version: 1 / 25 Sep 2024 00:06

Sample
120-24-15907-014

Sample ID, Type & Description
S/T 100-24 Running After Discharge

Method	Test	Min	Max	Result	Units	Remarks
ASTM D4176A proc. 1	Appearance Distillate Fuels					
	Free Water			Pass		
	Particulates			Pass		
	Appearance	Blue		Blue		
ASTM D86-20a	Distillation Evaporated					
	Procedure Used			Automatic		
	Barometric Pressure			757	mm Hg	
	IBP			36.6	°C	
	10%	75	75	63.9	°C	
	40%			93.1	°C	
	50%		105	99.6	°C	
	90%		135	109.2	°C	
	FBP		170	123.8	°C	
	Sum of 10% + 50% Evaporated	135		163.5	%	
	Recovery	97.0		98.1	%vol	
	Residue		1.5	1.0	%vol	
			1.5	0.9	%vol	
	Loss				°C	
ASTM D2386	Freezing Point		-58.0	< -80		
ASTM D130	Copper Strip Corrosion Rating @100°C/212°F for 2 Hours		1	1A		
ASTM D2622-16	Total Sulfur Content		0.05	0.00066	mass%	
ASTM D3338	Net Heat of Combustion (Sulfur Free Basis)	43.5		43.934	MJ/kg	
ASTM D2700	Motor Octane Number					
	Procedure used			Bracketing-Equilibrium		
	Motor Octane Number	99.6		103.0		
	Room Barometric Pressure			29.8	in. Hg	
	Mixture Temperature			300	°F	
ASTM D873	Aviation Lean Rating	100.0		109.08		
	Oxidation Stability in Aviation Fuels (Potential Residue)					
	Aging Time	5		5	hr	
	Potential Gum		6	< 1	mg/100ml	
ASTM D1094	Precipitate		3	< 1	mg/100ml	
	Change in Volume of Aqueous Layer		2	0.5	mL	
	Dyed Aviation Gas Color		Acceptable	Blue		
ASTM D2392						
ASTM D5059	Lead Content	0.28	0.56	0.432	g Pb/l	

Notes: Results for the tested properties meet the requirements of ASTM D910-24 (Less D909 and Conductivity)

Krystal Oliver
Petro Lab Admin

Marco Noriega
Lab Expeditor HTC

AmSpec LLC - 3800 Highway 225 - Pasadena - TX - 77503 - EPA ID# 1284 (AZ BMF #25467)

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Certificate of Analysis

09/25/24 tw

Vessel / Object: 100-24
Location: Deer Park, TX / ITC (United States)
Job Type: Discharge
Product Grade: Aviation Fuel / AVGAS 100LL
Client Reference: Shell Trading US Company
Client Reference: ExxonMobil Oil Corporation

Job No: 120-24-15907
Date Sampled: 09/24/24
Date Tested: 09/25/24
Version: 1 / 25 Sep 2024 00:06

Sample

120-24-15907-009

Sample ID, Type & Description

S/T 100-24 Top After Discharge

Method

Test

Min

Max

Result

Units

Remarks

ASTM D4052-18a

API Gravity @60°F

69.6

°

Sample

120-24-15907-010

Sample ID, Type & Description

S/T 100-24 Upper After Discharge

Method

Test

Min

Max

Result

Units

Remarks

ASTM D4052-18a

API Gravity @60°F

69.6

°

Sample

120-24-15907-011

Sample ID, Type & Description

S/T 100-24 Middle After Discharge

Method

Test

Min

Max

Result

Units

Remarks

ASTM D4052-18a

API Gravity @60°F

69.6

°

Sample

120-24-15907-012

Sample ID, Type & Description

S/T 100-24 Lower After Discharge

Method

Test

Min

Max

Result

Units

Remarks

ASTM D4052-18a

API Gravity @60°F

69.6

°

Sample

120-24-15907-013

Sample ID, Type & Description

S/T 100-24 Bottom After Discharge

Method

Test

Min

Max

Result

Units

Remarks

ASTM D4052-18a

API Gravity @60°F

69.6

°

Sample

120-24-15907-014

Sample ID, Type & Description

S/T 100-24 Running After Discharge

Method

Test

Min

Max

Result

Units

Remarks

ASTM D4052-18a

Gravity by Digital Density Meter

API Gravity @60°F

Density @15°C

69.6

°

703.4

kg/m³

ASTM D5191

Vapor Pressure of Petroleum Products (DVPE)

DVPE @ 100°F (ASTM EQ)

DVPE @ 100°F (ASTM EQ)

Volume of Container in mL

Sample Appearance

38.0

49.0

6.26

43.1

1000

Not Hazy

psi

kPa

mL

AmSpec LLC - 3800 Highway 225 - Pasadena - TX - 77503 - EPA ID# 1284 (AZ BMF #25467)

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