

[illegible]

Fuel Vehicle Location: Avcon Refueller

Tank Capacity: 250

Fuel Type: Jet A / Avgas

MM/YY: 12/16

Daily Checks:	Day	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		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓																	
DV2. Fire Extinguishers		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓																	
DV3. Tank Sumps, to include (Visual & Water)*		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓																	
DV4. Static Reel, Clamps & Cables		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓																	
DV5. Hoses, Nozzles, Swivels, Couplings and Dust Covers		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓																	
DV6. Filter Sumps (Visual & Water)*		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓																	
DV7. Deadman Control		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓																	
DV8. Nozzle Fueling Pressure* (During Recirculation)																																
DV8a. Nozzle Fueling Pressure* (1 st Fueling of Day)																																
DV9. Filter DP*		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓																	
DV10. Surge Waste Tank																																
DV11. Air Tanks																																
DV12. Tanker Troughs (Clear)		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓																	
DV13. Brake Interlock (Safety)		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓																	
DV14. Tanker Bottom Load		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓																	
DV15. Lift Platforms																																
Initials of Inspector		JK	JK	JK	JK	JK	JK	JK	JK	JK	JK	JK	JK	JK	JK																	

Monthly Checks:	Findings	Date	Initials
MV1. Inspect/Clean Nozzle Screens**			
MV2. Filtration & Free Water Checks (Millipore)			
MV3. Static System Continuity (25 ohms or less)	✓	12/1/16	
MV4. Signs, Labels & Placards	✓		
MV5. Spill Kits	✓		
MV6. Fire Extinguishers	✓		
MV7. Deadman Control System	✓		
MV8. Meter Seal (Lead Safety)	✓		
MV9. Tanker Interior	✓		
MV10. Tanker Vent & Dome Cover	✓		
MV11. Calibration of Injectors			
MV12. Fuel Hoses	✓		
MV13. Emergency Fuel Shutoff	✓		
MV14. Trough Drains	✓		
MV15. Lift Platforms			
MV16. Corrected DP			

Quarterly Checks:	Findings	Date	Initials
QV1. Pressure Control - Primary & Secondary			
QV2. Water Defense Systems External			
QV3. Vehicle Inspection			
QV4. Internal Valve and Belly By-Pass Valve			
QV5. Interlock Override Function			
Semi-Annual Checks: (If using reusable couplings)	Findings	Date	Initials
SV1. Periodic Hose Pressure Test			
Annual Checks:	Findings	Date	Initials
AV1. Meter Proving			
AV2. Filter Vessels (Elements)			
AV3. Water Defense Systems (Inspection & Tests)			
AV4. Fire Extinguishers			
AV5. Fueling & Differential Pressure Gauges***			

Comments:

* Daily - 100% inspection of all water and fuel system components.
 ** Monthly - 100% inspection of all nozzle screens.
 *** Quarterly - 100% inspection of all DP gauges (plus when performing this check).

Retain this Records for 12 months
 Form # - QCF-001 (Rev 10-2011)
 ATA 2009 rev 1)

Moisture Content (Water): (A) Bright, (B) Hazy, (C) Cloudy, (D) Wet (free water), (E) Surface film

S= Satisfactory, C= Comment, N/A= Not Used, N/A= Not Applicable

Eastern Aviation Fuels, Inc.**Incident / Accident Report**

Nature of Accident / Aircraft - Incident Information					
Account Name: <i>Franklin Municipal Airport</i>		Incident Type (Crash or *Spill): <i>Crash</i>		Date of Incident: <i>12-10-16</i>	
Aircraft Type: <i>Experimental</i> <i>Lightning</i>		Number of Injuries: <i>2 minor</i>		Number of Fatalities: <i>0</i>	
Gallons Fueled: <i>12.9</i>		Fueling Date: <i>12-10-16</i>		Dispensed from: <i>Auger Tank 6</i>	
Product Type: <i>100LL</i>		Date of last load: <i>7-12-16</i>		API at Receipt (Observed): (API/Temp and corrected) <i>67.9</i>	
API Gravity and Sump Results after incident (self-serve/storage tank/truck)					
Self-Serve: Observed (API / Temp) <i>66/35</i>	Corrected <i>67.9</i>	Storage Tank: Observed (API / Temp) <i>66/35</i>	Corrected <i>67.9</i>	Truck: Observed (API / Temp) <i>65/35</i>	Corrected <i>67.9</i>
Sump Self-Serve/Tank <i>Clear</i>	Filter Sump <i>Clear</i>	Storage Tank Sump: <i>Clear</i>	Filter Sump: <i>Clear</i>	Truck Tank Sump <i>Clear</i>	Filter <i>Clear</i>
Aircraft Fueled before Incident / after incident / Total number Fuels from Last Load received					
No. of A/C fueled Prior: <i>5</i>		No. of A/C After: <i>1</i>		Total # A/C Fueled from last load: <i>7</i>	
Results Brown Paper Bag: <i>No Stain</i>		Equipment in Quarantine Status (Type): <i>Auger Tank / Fuel Funnel</i>			
Retain Sample Taken Date: <i>12/10/16</i> ✓		Maintained On Site / Shipped to Lab: <i>Site</i>			
Description of Incident-Accident: <i>Pilot crashed on approach. Pilot stated that #2 cylinder temp. was high & she was returning to airport. as she turned base to final right wing dip and crashed into wooded area. Pilot stated that she thought she was under power at time of crash.</i>					
Fueling Equipment					
Type: <i>Auger Filler</i>	Capacity: <i>750 gal.</i>		Elements last installed: <i>7/16</i>		
Date hose last checked: <i>7/16</i>	Filter Vessel Last sumped & results: <i>12/10/16 / Clear Bright Blue</i>		Tank last topped off date: <i>11-25-16</i>		
Quantity and Grade loaded: <i>550</i>	Settling time after loading: <i>Overnight</i>		Results, water checks after loading: <i>Clear Bright</i>		
Name of operator who loaded vehicle / or self-serve (if applicable): <i>Jimmy Gray</i>					
Equipment last checked for water prior to incident, date, time, method, results (Tank - Filter): <i>12/10/16 Clear / Bright Visual</i>					
Name of operator who performed water checks prior to incident: <i>Jimmy Gray</i>					
Results and date of last Millipore test (JetA product ONLY):					

*If Spill please indicate number of gallons of spillage here: _____

Eastern Aviation Fuels, Inc.**Incident / Accident Report**

Receipts into Storage Tank Used (last 3)			
Information Needed	Load 1	Load 2	Load 3
Date Received	7-12-16		
Supplying Terminal	Apex 0.1		
Transport Company / Trailer Number	H760		
Grade Received	100LL		
Number of Gallons Received	4943		
Batch Clearance Cert, Release Cert, and or Bill of Lading Number	217135		
Seals - State whether intact and quote no. (if fit)	—		
Fuel Color (sump sample from Transport)	Blue		
Tank compartment water checks-attach a copy of the aviation fuel receipt record	N/A		
Main Batch			
Test Report Number			
Time Load Introduced into Storage	11:30 a.m.		
Fuel Receipt Checks performed by (Name)	Jimmy Gray		
Retention Samples Drawn in Approved Epoxy Container (1 Gallon Jet-A / 5 Gallon Avgas)			
Storage Tank: Yes / No	Truck: 7 Yes / No	Cabinet / Self-Serve: Yes / No	
Name of operator who drew samples: Jimmy Gray			
Reporting Official's Information for Incident			
Report completed by (Name): Jimmy Gray		Job Title: Airport Mgr.	
Contact Telephone: [REDACTED]	FAX: [REDACTED]	Email: [REDACTED]	
Date Report Completed and Faxed: 12-15-16			
Signature of Reporting Official: [REDACTED]			



APEX OIL COMPANY, INC.

Appendix 05.01.03

Aviation Fuels Release Certificate

Batch Number: 2623-A

Description	Tank Number	Quantity	Complies With
AV Gas 100LL	55-8	813,907 Gals	ASTM D910 Latest Issue

Weighted Average Density Calculations (Expected Density)

	Quantity (Gals) (A)	Corrected API @ 60F (B)	(C)
2623-A	432,146	X 67.9	= LOWER
2623-B	194,377	X 68.3	= Middle
2623-C	187,384	X 70.6	= UPPER
		X	=
		X	=
Totals	813,907	X	=

(c) Expected API = Total (C) divided by Total (A) = _____

(D) Measured API in Tank (Observed API) = 70.5 at Temp. Of 78 °F

(E) Standard Temperature (Corrected Temp.) = 67.9

*IMPORTANT- This tank contains on-spec stratified layers with different densities. The portion of the current released to the truck rack is Batch number 2623-A and has an API of 67.9. Any density check on truck compartment samples should be compared with this density value.

Results of Other Quality Control Check

Settling Time	Water	Color	Sediment
15 Hrs	NONE	Clear Blue	NONE

Release Date 7/8/2016 Time 0900

Authorized Signature: _____



December 14, 2016

Timothy W. Monville
NTSB
Sr. Air Safety Investigator

Mr. Monville:

On Saturday December 12, 2016 I fueled N59JL with 12.9 gallons of 100LL AVGAS.

There were Five (5) aircraft fueled from this truck prior to N59JL that flew without incident.

There has been Two (2) aircraft fueled from this truck and have flown without incident since the fueling of N59JL. (N626SL & N82644)

Sincerely,

E.J. Gray, Jr.
Airport Manager