

Statement for 3/7/20

The aircraft arrived at Tac Air around 19:45 and was parked on the front Avgas line of the ramp. The pilots (one middle aged male and a male looking to be in his twenties) exited the aircraft with one large dog. I asked the gentlemen in the PIC (pilot in command) seat what services we could provide for him. He replied "we will take a top off of avgas and will be leaving in the morning." I called in the fuel order to the front desk where they repeated the order back correctly. He then asked me what time we opened and said they would be leaving first thing in the morning. I asked the gentlemen if he would be okay with us leaving him on the ramp overnight since he would be departing early. The gentlemen stated that it would be fine and proceeded to go inside the building to speak with our front counter. At this point I made my way across the ramp to get a 100LL fuel truck.

I did a walk around of the fuel truck as I pulled the chocks from underneath the vehicle. I got in the driver's seat (checking that the meter was cleared and cables were stowed in the process) of the vehicle and started the ignition, making sure no interlock lights were on as the truck warmed up. I made my way across the ramp at about 10-15 mph, stopping at 50 feet to do my break check. I slowed down to a rough walking pace when I reached 20 feet from the aircraft. I approached the aircraft stopping about 5-8 feet in directly in front of it. I put the vehicle in park and applied the handbrake. I walked around to the passenger side of the vehicle to place my chocks under the rear passenger tire. I walked to the driver door of the truck and took the ticket book out to write the start number from the meter, confirming it was the same as the stop on the last fueling order. I then pulled a grounding cable from the spool and attached it to a bare metal piece on the front nose gear. After I pulled the cable and attached it, I retrieved a fueling mat from the cab of the truck. I walked to the side of the truck and pulled my fueling hose out of the reel. I removed the protective cap from the end of the nozzle and placed it on the truck. I confirmed the meter has been reset from the last fueling a second time and I engaged the PTO.

I walked to the front of the right wing and placed my mat around the fueling cap. I took out my flashlight and unscrewed the cap of the right wing tank. I placed the fuel cap onto the side of the mat to where it couldn't be knocked over by the hose. I inserted the nozzle of the fuel filler into the tank and began fueling. I used my light to monitor the fueling process inside the tank. Once I reached the top of the tank, I waited for the fuel to settle and the level go down. Once the level went down I filled the remaining space in the tank. I removed the nozzle from the fuel tank and screwed the cap back into place, making sure it was secured in the process. I carried my nozzle and fuel mat to the left wing to start on the left tank.

I made sure as I moved the fuel hose over the static line that it did not become disconnected. I placed my mat on the left wing around the fuel cap and proceeded to remove the cap. I once again used my light guide the nozzle as I inserted it into the tank. I monitored the fuel level as I filled the tank. I stopped when the tank was full and waited for the fuel to settle. Once the fuel settled I filled the remainder of the space available. I removed the nozzle from the left wing and screwed the cap back into place making sure it was secure. I placed the flashlight back into my flashlight holder on my belt and removed the mat from the wing.

I walked back to the truck and disengaged the PTO. I pressed the button to rewind the fueling hose onto the reel and placed the protective cover on the end of the nozzle. I folded and placed the fueling mat next to the meter and walked to disconnect my static line. I disconnected the static line from the nose gear and pulled to engage the auto reel. I secured the static line and

proceeded to the driver door of the truck. I filled out the ticket like I usually do putting in the corresponding date, aircraft type, tail number, initials, and time. I then filled in what truck I was using and what meter I was reading from. I took my stop number from the meter and calculated the number of gallons I had put in the aircraft. I put a total of 39 Gallons in the aircraft between the two tanks. I removed the ticket copy and put it in my jacket to give to the counter after I parked the truck. I did a walk around of the truck making sure everything was disconnected from the aircraft while I went to remove the chocks from the rear passenger tire. I got into the driver seat of the truck and disengaged the handbrake and put the truck in drive. I let off the break and pulled forward pressing the brake to make sure the brakes were functioning. I turned the truck around and proceeded back to the parking area for fuel trucks. I backed the truck into place, engaged the handbrake, and placed the truck in park. I turned off the ignition and did my walk around. I placed chocks under the rear passenger tire and made my way to the building. I went inside and gave the ticket to the front counter. The passenger left shortly after and that was the end of my interaction with them.

Signed,

A large black rectangular redaction box covering the signature area.

Evan Jackson