



Shell Aviation

03/21/20

04:57:05 PM

MasterCard
Sale

Merchant ID: 26068
Terminal ID: 10017152041

Rocky Mount-Wilson Airport Aut
7265 Air Terminal Drive
Ela City 27822
(252)446-7057

V2.0.MDH.1.1

Batch 324

Invoice 101572

Entry Method: Keved
Card #: XXXXXXXXXXXX7923
Exp. Date: XX/XX
Tail #: 8060M

Avgas 100LL 169.00 Gallons
@ \$4.15000/Gallons \$ 452.35

Total \$ 452.35

Approved: 410832

Cardholder

X

I AGREE TO PAY ABOVE TOTAL AMOUNT
ACCORDING TO CARD ISSUER AGREEMENT

KEEP THIS RECEIPT FOR YOUR RECORDS

Merchant Copy

FBO USE ONLY

Ramp Agent Fuel Upload
Rocky Mount - Wilson Airport

Date: 3 / 21 / 2020

Aircraft No. N8080M

Ramp Agent / Manager Fueling Aircraft: MS

Ending Meter No. 23724

Starting Meter No. 23665

Total Gallons Dispensed: 109

ARGAS

Inner Office Only

RWI Invoice No. _____

FBO USE ONLY



Incident / Accident Report

Nature of Accident / Aircraft – Incident Information					
Account Name: <u>Rocky Mount Wilson Regional Airport</u>		Incident Type (Crash or *Spill): <u>Crash</u>		Date of Incident: <u>3-21-2020</u>	
Aircraft Type: <u>C-310</u>		Number of Injuries: <u> </u>		Number of Fatalities: <u>1</u>	
Gallons Fueled: <u>109</u>		Fueling Date: <u>3-21-2020</u>		Dispensed from: <u>Avgas Truck</u>	
Product Type: <u>100LL</u>		Date of last load: <u>1-29-2020</u>		API at Receipt (Observed): <u>67.3</u> (API/Temp and corrected) <u>65 1/2 - 50 66.9</u>	
API Gravity and Sump Results after incident (self-serve/storage tank/truck)					
Self-Serve: Observed (API / Temp)	Corrected <u>NA</u>	Storage Tank: Observed (API / Temp) <u>65.5 - 51</u>	Corrected <u>67.4</u>	Truck: Observed (API / Temp) <u>66.4 - 55</u>	Corrected <u>67.1</u>
Sump Self-Serve: Tank	Filter Sump <u>NA</u>	Storage Tank Sump: <u>1A</u>	Filter Sump: <u>1A</u>	Truck Tank Sump <u>1A</u>	Filter <u>1A</u>
Aircraft Fueled before Incident / after incident / Total number Fuels from Last Load received					
No. of A/C fueled Prior: <u>1</u>		No. of A/C After: <u>0</u>		Total # A/C Fueled from last load: <u>166</u>	
Results Brown Paper Bag: <u>Clear Good</u>		Equipment in Quarantine Status (Type): <u>Ford 450 Avgas truck</u>			
Retain Sample Taken Date: <u>3-22-20</u>		Maintained On Site / Shipped to Lab: <u>Maintained on site</u>			
Description of Incident-Accident: <u>N8080M C310 Came in for fuel at 1633 got 109 100LL took off at 1731 going to ZPH.</u>		Millipore pre & Post Results (JETA ONLY): <u>NA</u>			
Fueling Equipment					
Type: <u>Ford F450 Avgas Truck</u>	Capacity: <u>1.000</u>		Elements last installed: <u>July 2019</u>		
Date hose last checked: <u>1-28-20</u>	Filter Vessel Last sumped & results: <u>3-22-2020 - 1A</u>		Tank last topped off date: <u>3-22-2020</u>		
Quantity and Grade loaded: <u>1A Avgas</u>	Settling time after loading:		Results, water checks after loading: <u>1A</u>		
Name of operator who loaded vehicle / or self-serve (if applicable): <u>Martez Scott</u>					
Equipment last checked for water prior to incident, date, time, method, results (Tank – Filter): <u>10AM 1A Sump 3-21-2020</u>					
Name of operator who performed water checks prior to incident: <u>Martez Scott</u>					
Results and date of last Millipore test (JetA product ONLY): <u>NA</u>					

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



Incident / Accident Report

Receipts into Storage Tank Used (last 3)			
Information Needed	Load 1	Load 2	Load 3
Date Received	8-2-19	10-24-19	1-29-20
Supplying Terminal	Apex oil Wilmington NC	Apex oil Wilmington NC	Apex oil Wilmington NC
Transport Company / Trailer Number	Marlin 601	Marlin 601	Marlin 601
Grade Received	100LL	100LL	100LL
Number of Gallons Received	8,504	8,503	7,502
Batch Clearance Cert, Release Cert, and or Bill of Lading Number	B-262562 R-717520	B-266078 R-717431	B-268075 R-717431
Seals - State whether intact and quote no. (If Fit)	NA	NA	NA
Fuel Color (sump sample from Transport)	Blue	Blue	Blue
Tank compartment water checks-attach a copy of the aviation fuel receipt record			
API Gravity Corrected to 60 degrees	69-82-66.4	67.1	65 1/2 50 66.9
Batch Number / Test Report Number	B-2673	B-2680	B-2082
Time Load Introduced into Storage	1400	1200	1145
Fuel Receipt Checks performed by (Name)	Paul - Brian	Brian	Brian
Retention Samples Drawn in Approved Epoxy Container (1 Gallon JetA / 5 Gallon Avgas)			
Storage Tank: ☒ Yes / No	Truck: ☒ Yes / No	Cabinet / Self-Serve: Yes / ☒ No	
Name of operator who drew samples: <u>Brian Helms</u>			
Reporting Official's Information for Incident			
Report completed by (Name): <u>Brinn Helms</u>		Job Title: <u>FBO-Manager</u>	
Contact Telephone: [REDACTED]	FAX: [REDACTED]	Email: [REDACTED]	
Date Report Completed and Faxed: <u>3-22-2020</u>			
Signature of Reporter: [REDACTED]			

Date of Incident: March 21, 2020

Aircraft Type: Cessna 310

Fatalities: 1 (Pilot)

Aircraft Fueled: 109 gallons of Avgas via Avgas Truck on 3-21-2020

Date of last load: Jan 29, 2020 / 7,502 gallons / Supplying Terminal Wilmington NC (APEX)

API Gravity at Receipt: 67.3 (corrected)

API Storage Tank: 67.4 (corrected)

API Avgas Truck: 67.1 (corrected)

Storage Tank & Filter Sumps: 1A Clean & Bright

Avgas Truck Tank & Filter Sumps: 1A Clean & Bright

Number of Aircraft fueled prior to incident: 1 (Truck is topped off daily)

Number of Aircraft fueled after incident: 0

Total number of Aircraft fueled since last load: 166

Brown Paper Bag: Negative for Cross Contamination

Avgas System is in Quarantine status

Retain Sample: Taken both of the truck and farm and will be maintained on site until FAA and NTSB release their investigation findings.

Incident / Accident Report has been received by QC

Given all of the above supplied information/data, quarantine is lifted, product fit for resale.

If further questions, please contact me via my cell (listed below).

Thank You,

Michael Mattern

Quality Control Division



I Martez Scott employee of K.R.W.I of Rocky Mount NC hereby agree that my written statement is true to the best of my knowledge. on Saturday 03-21-2020 at 4:33 pm. aircraft N 8080M landed at the airport for fuel. After parking the plane and the pilot climbed out we spoke briefly about the weather and his flight from Philadelphia before giving me his fuel order for AV Gas 100LL. His fuel order was to top off all 4 tanks.

I started fuel on inboard tank on the right wing, carefully not overfilling then I moved on to the outer tank ~~and~~ on the right wing. Once completed I moved my ladder and hose to the left wing and started fueling with the inboard tank first then moving on to the outer tank carefully not overfilling. During the fueling of the plane the pilot was on the phone making flight plans. I'm not sure how much each tank held because it was a complete top off, but the total amount the plane held was 109 gallons of AV Gas 100LL. After fueling and packing up I advised the pilot to follow me to the inside to pay for his fuel, after the fuel payment was the pilot asked if he could hang out for a few minutes and make some phone calls I said sure, not informing him that the FBO would be closing at 5:00pm. because I did not want to make him feel rushed,

as I finished up my closing procedures I advised the pilot if he needed anything that he could use the provided radio. Around 5:15pm. I saw the pilot leave the FBO and walk to his air plane, he was checking fluids from what I could see. So with me finishing closing up I wish the pilot to have a nice flight and in return he told me thanks for my service and to have a goodnight and that he would stop back by on his return. As I turned to go to my vehicle I saw the pilot aboard his plane at 5:20pm. I was in my vehicle leaving and that is the last time I saw and spoke with pilot.

03-23-2020