



Memorandum For Record

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Eastern Region

Date: February 8, 2022
NTSB Accident Number: ERA20LA297

ERA20LA297
NTSB Maintenance Records Review

Reviewed the Maintenance/Trip Summary Log Review – Jet Fleet Corporation documents.¹
Dates: July 21, 1991, Thru October 24, 1992
Beginning Airframe Time: 3,994.6 hours
Ending Airframe Time: 4,070.6 hours
Contained 36 Pages²

Of the 36 pages reviewed, there was no entry that specifically mentioned the fuel transmitter, fuel gauge, or calibration of the fuel quantity system.

¹ These pages contained flight departure, destination, block time, flight time, number of flight legs, airplane time, engine times, airworthiness release, required maintenance, discrepancies, and corrective action.

² The log sheets were not numbered. Airframe or engine cycles were not tracked.

Reviewed Air Carriers, Inc., Airframe and Powerplant 100-Hour Inspection Form, all or partial pages from Form 513A, titled, "Airframe and Powerplant 100 Hour Inspection Form" which is a total of 9 pages, "Twin Commander 50 Hour Inspection Form", and Air Carriers, Inc., Discrepancy Form" with required maintenance and corrective action.

Dates: August 12, 1993 Thru September 22, 1995

Beginning Hour Meter Reading: 1,611.0

Beginning Airframe Time: 4,094.8 Hours³

Ending Hour Meter Reading: 524.8⁴

Ending Airframe Time: 5,479.8 Hours⁵

A review of all pages of the documents revealed there was no entry that specifically mentioned the fuel transmitter, fuel gauge, or calibration of the fuel quantity system.

The reviewed documents consisted of all or partial pages from Form 513A, titled, "Airframe and Powerplant 100 Hour Inspection Form" which is a total of 9 pages, "Twin Commander 50 Hour Inspection Form", Air Carriers, Inc., Discrepancy Form" with required maintenance and corrective action, and Air Carriers, Inc., Service Order.

Dates: October 6, 1995 Thru December 30, 1996

Beginning Hour Meter Reading: 574.1

Beginning Airframe Time: 5,529.1 Hours⁶

Ending Hour Meter Reading: 1,398.4

Ending Airframe Time: 6,353.4 Hours

A review of all pages of the documents revealed there was no entry that specifically mentioned the fuel transmitter, fuel gauge, or calibration of the fuel quantity system.⁷

³ According to the airframe logbook entry on that date, the airframe total time was 4,094.8 hours.

⁴ Review of the Airframe Maintenance Records revealed an entry in the Airframe Logbook dated January 6, 1995, in which the hour meter was changed. The old reading was 2,471 and the new reading was 0000.

⁵ This was based on an entry in the airframe logbook on September 21, 1995, indicating the airplane total time was 5,479.8 hours and the hour meter reading was 524.8.

⁶ According to the airframe logbook entry on that date, the airframe total time was 5,529.1 hours.

⁷ There was a discrepancy on 8/15/1996, indicating that both exhaust gas temperature needed to be recalibrated, which was performed at hour meter reading 1169.9.

The reviewed documents consisted of all or partial pages from Form 513A, titled, "Airframe and Powerplant 100 Hour Inspection Form" which is a total of 9 pages, "Twin Commander 50 Hour Inspection Form", Air Carriers, Inc., Service Order, and maintenance record copies.

Dates: January 7, 1997 Thru December 20, 1997

Beginning Hour Meter Reading: 1,417.7

Beginning Airframe Time: 6,372.7 Hours

Ending Hour Meter Reading: 2,156.3

Ending Airframe Time: 7,111.3 Hours

A review of all pages of the documents revealed there was no entry that specifically mentioned the fuel transmitter, fuel gauge, or calibration of the fuel quantity system.

The reviewed documents consisted of all or partial pages from Form 513A, titled, "Airframe and Powerplant 100 Hour Inspection Form" which is a total of 9 pages, "Twin Commander 50 Hour Inspection Form", Air Carriers, Inc., Service Order, and maintenance record copies.

Dates: January 7, 1998 thru December 10, 1998

Beginning Hour Meter Reading: 2,214.4

Beginning Airframe Time: 7,169.4 Hours

Ending Hour Meter Reading: 2,802.4

Ending Airframe Time: 7,757.4 Hours

A review of all pages of the documents revealed there was no entry that specifically mentioned the fuel transmitter, fuel gauge, or calibration of the fuel quantity system.

The reviewed documents consisted of all or partial pages from Form 513A, titled, "Airframe and Powerplant 100 Hour Inspection Form" which is a total of 9 pages, "Twin Commander 50 Hour Inspection Form", Air Carriers, Inc., Service Order, maintenance record copies, and FAA 337 Forms.

Dates: January 4, 1999 Thru December 17, 1999

Beginning Hour Meter Reading: 2,824.3

Beginning Airframe Time: 7,779.3 Hours

Ending Hour Meter Reading: 3,396.4

Ending Airframe Time: 8,351.4 Hours

A review of all pages of the documents revealed there was no entry that specifically mentioned the fuel transmitter, fuel gauge, or calibration of the fuel quantity system.

The reviewed documents consisted of all or partial pages from Form 513A, titled, "Airframe and Powerplant 100 Hour Inspection Form" which is a total of 9 pages, "Twin Commander 50 Hour Inspection Form", Air Carriers, Inc., Service Order, maintenance record copies, and job checklist.

Dates: January 6, 2000 Thru September 6, 2000

Beginning Hour Meter Reading: 3443.8

Beginning Airframe Time: 8,398.8

Ending Hour Meter Reading: 3,942.4

Ending Airframe Time: 8,897.4 Hours

A review of all pages of the documents revealed there was no entry that specifically mentioned the fuel transmitter, fuel gauge, or calibration of the fuel quantity system.

The reviewed document consisted of a single Air Carriers, Inc., Service Order.

Date: December 20, 2001

Hour Meter Reading: 3,942.4

Airframe Time: 8,897.4 Hours

A review of the page revealed there was no entry that specifically mentioned the fuel transmitter, fuel gauge, or calibration of the fuel quantity system.

Review of the provided airframe maintenance records was performed for documentation of any work performed to the fuel level transmitter, fuel quantity gauge, or calibration of the fuel quantity indicating system. The records begin with the first entry dated September 30, 1969, associated with issuance of the airworthiness certificate, and the last entry dated August 14, 2020⁸, associated with the last annual inspection. The records revealed only 1 entry:

December 11, 1981 at TT 3,086.0 hours (Log 2 pages 39 and 40) "[complied with] 1000 [hour inspection] on [the]fuel [quantity] transmitter."

⁸ A gap in entries was noted between December 30, 2009, and January 10, 2018.