



January 21, 2023

Mr. Tim Monville
NTSB

Washington, DC

Dear Mr. Monville,

This letter is regarding the accident on January 19, 2023, involving aircraft N19MT.

Modern Aviation utilizes a Proflow Industries 100LL truck at JFK Airport, identified per Port Authority regulations as vehicle identification number/truck # T2431. Truck T2431 was received by Modern Aviation in new condition and placed into service by Modern Aviation on June 23, 2022. The truck utilizes monitor filters, model FG-O-609-7. The filters on truck T2431 were installed by the manufacturer of the truck, Proflow Industries, on April 19, 2022. The daily sump samples from truck T2431 for the month of January have all had a rating of 1A.

Modern Aviation has fueled two other general aviation 100LL aircraft in the month of January 2023 utilizing truck T2431. The aircraft fueled were aircraft N10MA which took 28.9 gallons on January 3rd and aircraft N716BS which took 25 gallons on January 16th. Allied Aviation has been using 100LL from the same storage tank to fuel aircraft at the commercial terminal. Allied Aviation performed a top off on their 100LL truck on January 17th, taking 439 gallons of 100LL during that top off. Allied Aviation then uses this truck to fuel Cape Air aircraft operating from a commercial terminal at JFK Airport. There have been no reported issues related to the 100LL fuel at JFK Airport either from Modern Aviation customers or Allied Aviation customers.

Modern Aviation has not used the 100LL truck since the evening of the accident. Modern Aviation placed the truck out of service as per standard industry practices upon being notified about the aircraft losing radio contact. Titan Fuels is the fuel supplier for Modern Aviation and it is the policy of Titan Fuels to keep the truck out of service until they receive a completed report from the FBO, including collecting samples in an epoxy lined container for possible future testing. A one-gallon sample was taken from truck T2431 and placed in an epoxy lined container. Titan Fuels reviewed the testing and specifications on the fuel and lifted the quarantine on truck T2431 and the product within the tank on January 21, 2023. Titan Fuels has deemed the 100LL product fit for purpose.

The sample taken from truck T2431 had a rating of 1A. The sample was clean of any noticeable contaminants. There was a brown paper bag test performed on the sample which displayed no signs of cross contamination. The corrected API gravity taken during the sample draw was 67.1 and the API gravity at receipt of the lot was 66.9.



Please let me know if there is an additional information Modern Aviation can provide to assist the NTSB in their investigation.

Sincerely,

[REDACTED]

Robert McAdams
General Manager
Modern Aviation
General Aviation Terminal, Building [REDACTED]
JFK International Airport
Jamaica, NY [REDACTED]
Phone: [REDACTED]
Email: [REDACTED]



01/22/2023

Marlon Marshall LST at Modern Aviation JFK

To whom it may concern:

On 01/19/2023 Aircraft Tail # N19MT arrived into JFK at 1306. I was instructed by the CSR to fuel aircraft N19MT with a fuel load of 40 Gallons of 100LL Avgas. I did my inspection of the truck and drove the truck to the aircraft. The order was 10 gallons on the right side of the aircraft wing and 30 gallons on the left side aircraft wing. I pumped 10 gallons on the right side wing first and then 21.9 gallons on left side wing and that amount topped the left side wing. The 21.9 gallons on the left side tank filled the tank and I couldn't pump any more 100LL into that tank. The pilot said to then put the balance remaining of the fuel order into the right side and that was another 7.3 gallons that brought the total fuel load pumped to 39.2 gallons completed with no issues.

Marlon Marshall
[REDACTED]

Yohendy Cabral
January 20th 2023
Incident report for N19MT

The events below took place on January 19th 2023.

N19MT arrived at our ramp area and I served as a wing walker for the aircraft. After the aircraft was successfully parked I proceeded to cone the perimeter of the aircraft. Later throughout the day the pilot for N19MT requested a total of 40 gallons of AvGas 100LL. Me and Marlon exited the Line room where all line service technicians stay and proceeded to walk towards the back of the ramp area where N19MT presided. I proceeded to inspect N19MT for any damages as well as confirm that such aircraft indeed takes and requires AvGas. Marlon proceeded to pre-inspect, prepare and turn on the AvGas truck. The Avgas truck was moved, forwarded and parked in front of N19MT at a safe distance. Avgas truck was chocked on its rear right tire and was electrically bonded with N19MT on a clean unpainted surface for proper electrostatic discharge. Base stated throughout comms that pilot requests for 30 gallons of Avgas to be inserted on the left wing and remaining 10 gallons to be inserted into right wing. (Left and Right wings of an aircraft are based on the pilot's perspective within the cockpit.) I proceeded to ask the base to confirm the fuel order and all was in order as first radio transmission. Marlon proceeded to initiate fuel order with the right wing first, aircraft fuel cap was removed and 10 Gallons of Avgas 100LL was inserted on the right wing, fuel cap was properly reinserted. Marlon proceeded towards the left wing where 21.9 gallons of AvGas was inserted. We couldn't reach the 30 gallon order on the left wing as Marlon already reached fuel tank top off. Fuel cap for the left wing was reinserted properly. Marlon proceeded to fuel the right wing in order to counteract any possible weight imbalances. In total 21.9 Gal were inserted on the Left wing and 17.3 Gal were inserted in the right wing for a total of 39.2 Gal, both wings were topped off. Proper post fueling procedures were taken and Avgas truck was returned.

After fueling was complete I exited the ramp area and went directly to the pilot for N19MT at the pilot's lounge to tell him fueling for N19MT was complete. I proceeded to tell him how much fuel we were able to insert in each wing. A few hours later the aircraft was prepared for departure, pilot and passenger for N19MT inspected and entered the aircraft. They started the engine and lights, I assisted Jose with marshaling the aircraft however whilst the aircraft was at a stand still and idling the aircraft engine was shut off. Pilot seemed occupied within the cockpit, Jose and I took shelter from the rain and waited till the pilot started the aircraft again. After that Jose and I safely marshaled N19MT out.

X 

January 20th, 2023

On Jan 19th around 11:00, I saw a BE36 on the Passur system with an ETA for 13:00. I saw the aircraft land on ABS exchange and was tracking its movement to our ramp. Around 12:55 LST Yohendy, LST James and I started walking to the back of the ramp. The back of the ramp is where I decided to park the aircraft, due to not having a departure time and date. The aircraft came on the ramp at 13:04. LST James was the Marshaller who parked the aircraft, LST Yohendy was the Wing walker, and I was the marshaller calling down the aircraft. When the aircraft came to a stop, LST Yohendy coned the aircraft, LST James went to speak to the flight crew and I chocked and did walk around for the aircraft. I did not notice any thing out of the ordinary when doing my walk around.

After LST James had a brief conversation with the passenger, he went to get the Transit van. LST James told us on the radio that one of the passengers needed a ride to building 75. The passenger got in the van, and LST James and that passenger left. After LST James left, I approached the Pilot who was coming of the plane on the right side. I greeted the pilot and asked if he needed any services to which he replied: no services for now and leaving in a few hours with the same passenger. The Pilot walked to the entrance of the FBO on the ramp side and I saw him speak to the front desk. Not long after, I heard on the radio that N19MT is talking 40 gallons of avgas 30 gallons on the left wing and 10 gallons on the right wing. LST Marlon said he was doing the fueling for that aircraft and went for the fuel truck, LST yohande went with him to help. I went on the ramp and saw the avgas truck in front of the aircraft N19MT.

LST Marlon wanted to make sure the fuel split was correct, but he could not leave the fuel truck. I decided to ask the pilot and make sure if the number of gallons and the way the fuel was going to be split was correct. I asked to pilot when he was standing outside of the FBO on street side if 30 gallons on the left-wing and 10 gallons on the right-wing split was the correct fuel order. The Pilot confirmed that the fuel order was correct. After that conversation I left for lunch.

A black rectangular redaction box covering a signature. Above the box is a handwritten mark that appears to be the number '12'.

A. Ori

Jose Hercules

Yesterday 01/19/22 escorted a pilot and a passenger outside to their aircraft N19MT. I also went and removed the chocks and cones from the aircraft. Yohendi and I both stepped out the car to marshal out the plane when the aircraft engine shutoff. It then started back up when he was ready to depart and we marshalled the aircraft out the ramp.

[REDACTED]

On Jan.19th at 1400 I started my shift. N19MT arrived on the ramp at 1306. All services were entered by the A.M. CSR (Diren) before my arrival. The pilot came to the counter around 1530 to pay the fees. There were 3-4 customers/pilot near the counter waiting for their questions or concerns to be address. N19MT pilot stated take care of them. Once the other customers/pilot were all okay then I began to put the invoice together. I thanked the pilot for being patient and he signed and stated "I'm heading out to my aircraft I'll be back for my passenger." I do believe the pilot return to the building within 10 minutes. The pilot and passenger went to the aircraft about 1610-1615.

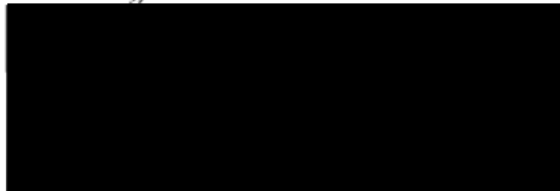


1/20/23

On January 19 at 13:00 aircraft N19MT taxied onto the modern aviation ramp, MA BSC Ori marshaled it down and passed it off to me where I stopped the aircraft. I waited for the engine to stop then proceeded to walk to the captain's side and ask him if he needed any services. He told me that he would take fuel but did not have an accurate amount at that time but his passenger needed a ride to building 75. I pulled up the ford transit and the passenger came out of the aircraft and I proceeded to drive him to building 75.

While driving I started a conversation with his passenger, he told me they were coming from Cleveland and he was an orphan coming to view the body of his foster parent that had passed away. He took a private aircraft because he would have missed the commercial flight out of cleveland. He needed a ride to building 75 because the body of his foster parent was being shipped to Tel Aviv through El-Al cargo. I dropped him off at the front of the building, gave him my sincerest condolences for his loss and headed back to the modern aviation building.

Before I left for the day and noticed the pilot was in the crew lounge. I asked him if he was enjoying his stay with us, he told me it was his first time at landing at JFK and he was having a great time staying with us and can't wait till the next time he needs to come to JFK



1-20-23



AVGAS 100LL

Ticket #
FD00001470

Modern Aviation JFK - KJFK
Fuel Ticket

Printed Date: Thursday, 19 January, 2023 9:05:55 PM

Customer
T & G Flying

Invoice#
JFK006049

Tail/ID
N19MT

Airport
KJFK

Request#
REQ00007013

A/C Type
Bonanza - BE36

Truck
T2431

Fueling Date
01/19/2023

Fuel Order

☒ Specific Qty

☐ Top Off

☐ Will Advise

☐ Fill to Tabs

40 gl

☐ FSII

METERS

Avgas M1

Meter Start: 2,962.9

Meter End: 3,002.1

Gallons: 39.2

Fueler: Marlon Marshall

Total:

39.2 Gallons

☐ FSII

Starting Date

Ending Date

Flight#
N19mt

Filter ΔP

Nozzle Pressure

Pre Check

☐ Pass

☐ Fail

Reference#

Ticket Notes

Signature

☐ Quick-Turn ☐ Customs



JET FUEL

ticket

Reg #: N19MT

A/C Type: Boeing 36

A/C Owner/Operator		Date	
Street Address	City	State	Zip
Pilot/Crew Name	Phone Number	E-mail	
Signature	Departure Date	Departure Time	
Credit Card Number	Card Expiration Date		

Fuel	☒ Top all tanks ☐ Other:	40 gal 30 left 10 right	
Oil	☐ Prist		
Type	☐ Check oil level to:		
Remarks	☐ ...or add oil as specified:		
	Left:	Right:	Single:

Additional Services:	Meter Readings:
☐ Handling fee <u>120.00</u>	<u>10/min</u>
☐ Landing fee <u>126.57</u>	<u>OR 126.57</u>
☐ RON	
☐ Catering	
☐ Lav	
☐ Water	
☐ GPU	
☐ Hangar	
☐ Parking <u>50</u>	

Line Service Technician	Time	Truck #	Line #
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☐ Quick-Turn ☐ Customs



AV GAS

ticket

THANK YOU FOR USING

Reg #: N19MT

A/C Type: BE 36

A/C Owner/Operator

Date 1-19-23

Street Address

City

State

Zip

Pilot/Crew Name

Phone Number

E-Mail

Signature

Departure Date

Departure Time

Credit Card Number

Card Expiration Date

Fuel

☐ Top all tanks

TCS - 3000

☐ Other:

Oil

Type

☐ Check oil level to TCS - 3000

☐ ...or add oil as specified.

TOTAL CONTROL SYSTEMS

Remarks

Left:

Right:

Single:

Additional Services:

Meter Readings:

START 7:1 05 2018 12:48:37

FINISH 001 05 2018 12:59:08

Fuel/Oil: TICKET NUMBER

Meter 1

Meter 2

100248

☐ Handling fee

☐ Landing fee

☐ RON

☐ Catering

☐ Lav

☐ Water

☐ GPU

☐ Hangar

☐ Parking

Ending figures:

Starting Figures: SIGNATURE: _____

Totals:

From Meter 2:

THANK YOU FOR USING

GRAND TOTAL:

39.2

TCS - 3000

Total Oil Added:

39.2

Line Service Technician

Time

Truck #

Line #

T2H31

1



Vehicle Form

1 of 3		T2431 Vehicle ID (Daily & Weekly)								1000 GAL Tank Size						AVGAS Product Type						JAN 2023 DATE:										
Line No.	DAILY	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	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S												
DV2	Fire Extinguishers	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S												
DV3	Vehicle Tank Sump (visual & water)* <i>Record Sump Sample Rating Results</i>	1/4	1/2	1/4	1/4	1/4	1/4	1/4	1/4	1/4	1/2	1/4	1/4	1/4	1/4	1/4	1/4	1/4	1/4	1/4												
DV3a	Additional Tank Sump-If Applicable																															
DV4	Static Reels, Cables, and Clamps	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S												
DV5	Hoses, Swivels, Nozzles, Couplings & Dust Covers	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S												
DV6	Filter Sumps (visual & water) <i>Record Sump Sample Rating Results</i>	1/4	1/2	1/4	1/4	1/4	1/4	1/4	1/4	1/4	1/2	1/4	1/4	1/4	1/4	1/4	1/4	1/4	1/4	1/4												
DV7	Deadman Control	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S												
DV8	Nozzle Fueling Pressure (first fueling of day) JetA*	N/A	N/A	45	45	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A												
DV8a	Nozzle Fueling Pressure (During Recirculation) JetA*	N/A	N/A	45	45	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A												
DV9	Filter Differential Pressure * <i>Record Differential Pressure (psi)</i>	N/A	N/A	1	1	1	1	1	1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A												
DV10	Surge/Relief Waste Tank																															
DV11	Air Tanks	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S												
DV12	Tanker Trough (Clear)	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S												
DV13	Brake Interlock (Safety)	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S												
DV14	Tanker Bottom Loading Pressure Check	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A												
DV15	Lift Platform																															
Initials of Inspector		[Redacted]																														
Line No.	Weekly	OHMS	Date	Initials of Inspector	Line No.	Weekly	DATE	Initials Inspector Weekly																								
WV1	Bonding Cable / System Continuity Checks (including during unreeling through one full revolution)				WV2	CORRECTED DIFFERENTIAL PRESSURE (EA FILTER)																										
Reel ID#		1.5	1/1/23		METHOD USED:	Velcon DP Conversion Calculator																										
Reel ID#		1.0	1-8-23		FILTER NUMBER	OBSERVED DP	ACTUAL FLOW RATE	CORRECTED DP																								
Reel ID#		1.3	1/15/23			N/A	N/A	N/A																								
Reel ID#						N/A	N/A	N/A																								
Reel ID#						N/A	N/A	N/A																								
Reel ID#																																
Reel ID#																																

Condition Codes: S=Satisfactory, C=Comment, N/U=Not Used, N/A=Not Applicable

*Dailys 3, 3A, 6. require solid-water findings & items 8, 8a, 9

KM-1-2020/ATA 103-2019.1

Retain for 12 months

Ratings of Sump Samples

Solids: 1=Clean, 2=Slight, 3=Particulate, 4=Dirty

Water: A=Bright, B=Hazy, C=Cloudy, D=Wet (Free Water), E=Surfactants



(Mandatory for 3 year, changeout selection)

2023

Date Water Defense check:

RETAIN 3 YEARS



Vehicle Form

2 of 3		T2431			1000 GAL		AVGAS		12-30-22	
		Vehicle ID (Monthly)			Tank Size		Product Type		DATE:	
Line No.	MONTHLY	Condition Code	Date	Initials	Line No.	Monthly	Condition Code	Date	Initials	
MV1	Filtration Test (Millipore) JetA Only	N/A			MV14	Emergency Fuel Shutoff System (Each System)	S	12-30		
MV2	Free Water Checks (30 PPM Fail)	N/A				Flow Rate:	3.5	12-30		
MV3	Nozzle Screen (ALL) visual Inspection	S	12-30			Record Overrun (Gallons)*:	1	12-30		
MV3a	Nozzle Screen Cleaning	S	12-30			Flow Rate:				
	(Required for ALL with filter monitors)	S	12-30			Record Overrun (Gallons)*:				
MV4	Signs, Labels & Placards	S	12-30			Flow Rate:				
MV5	Spill Kits	S	12-30			Record Overrun (Gallons)*:				
MV6	Fire Extinguishers	S	12-30			Flow Rate:				
MV7	Fuel Hose	S	12-30			Record Overrun (Gallons)*:				
MV8	Meter Seals	S	12-30			Flow Rate:				
MV9	Lift Platforms	N/A				Record Overrun (Gallons)*:				
MV10	Refueling Vehicle Tank Interiors	Use Tank Inspection/Cleaning Vehicle form			MV15	Deadman Control Systems	S	12-30		
MV11	Refueling Vehicle Vents & Dome Covers	S	12-30			Record Overrun (Gallons)*:	1	12-30		
MV12	Refueling Vehicle Trough Drains	S	12-30		Note: Verify Each Device Will Completely Stop Fuel Flow Before Overrun Has Exceeded 5% of Actual Flow Rate					
		% by Volume and or Gallons	Date	Initials						
MV13	FSII (additive) Dosing Verification check*	N/A			Remarks:					
	Preblended (B2 testing) % by Volume (JetA only)	N/A								
	UnBlended (Injector Calibration) oz. per 100 gallons (JetA only)	N/A								

*Requires calibration of injector or verification utilizing B2 testing

Condition Codes: S=Satisfactory, C=Comment, N/U=Not Used, N/A=Not Applicable

KM-1-2020/ATA 103-2019.1
Retain for 12 months