

1/31/2023

Cynthia Allen Statement

On the morning of January 28th, 2023, I went to go fuel the Central Airlines planes. The first aircraft I approached was N107DF, I followed normal routine procedures as always. First I grounded the aircraft, next I got the ladder out to climb up to reach the fuel cap. Once I began to open the fuel cap, a small amount of avgas sprayed out upon removal of the fuel cap. Upon visual inspection, I saw that there was fuel sitting above the flap. I then proceeded to push the flap down with my fingers, to check the fuel and was able to feel fuel. Determining that the aircraft was full and did not need fuel, I climbed back down, replaced the ladder on the back of the truck and removed the grounding cable and spooled it back up to the truck. I continued on to the next three Central aircraft, fueling all three of the remaining aircraft.

Later that day, the pilot came to the front desk from the ramp side vestibule. The pilot stated to me that his fuel gage was showing 80 and asked if he had been fueled. I informed him at that time that I had not fueled him, as I had discovered it appeared to have fuel when checking earlier that morning. I asked the pilot if he had physically checked the fuel himself and he said no, he at that time expressed that he had only checked the gage. In an attempt to accommodate the customer, I advised him that we would be more than happy to come out and fuel him if he went out and discovered that he did in fact need fuel when double checking my claim of it being full with his own personal visual inspection.

The pilot never came back into the FBO, the pilot did not request more fuel. The aircraft was parked out of my line of sight at the front desk, so I never saw whether he checked the fuel or not, and furthermore didn't even see him taxi out upon departure.

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Cynthia Allen