

From: [REDACTED]
To: [REDACTED]
Subject: RE: WPR18FA091 NTSB Accident Report Form-6120.1
Date: Sunday, March 11, 2018 4:46:27 PM

Andrew,

In response to your request please see below:

(1) how you refuel during the day between flights?

The company assigns re-fuelers and mechanics to support line-flight operations. Pilots are responsible for ensuring the aircraft are airworthy and “fit for flight”. If a pilot believes additional fuel is needed before conducting a flight, the pilot merely informs a refueler, mechanic, and or line supervisor, and the requested amount of fuel is delivered into the aircraft.

Pilots’ Requirements regarding Fuel Sufficiency

Before entering the aircraft, pilots are expected to visually check the fuel tanks to ensure fuel is visible in each tank has no less than a quarter tank remaining before departure. That amount of fuel is sufficient to fly a planned flight of 20 minutes with enough reserve to fly for about an additional hour.

After entering the aircraft, and as part of the before starting engine check, the pilot is required to verify that the fuel quantity indicators generally agree with their visual assessment.

Additional risk mitigation procedures

After completing a flight, the pilot should if possible, converse with the on-coming pilot and provide the on-coming pilot with an assessment of the aircraft’s fitness for the on-coming flight including fuel quantity.

The refuelers also maintain a status board that is updated periodically to generally inform refueling and maintenance personnel as to when certain aircraft may need to be refueled. This also allows a degree of planning as to when tires or brakes may need to be changed.

(2) Day of the accident flight?

There was no special circumstance or condition existing on the accident flight’s day.

(3) And can you support with documentation?

Status boards used by refuelers are white boards and are frequently updated and

erased. The refuelers do use paper forms (hard copy) to show which aircraft have been refueled. Since the Company does not retail or purchase fuel (it only uses its own fuel), the refueling logs maintained by the refuelers are used to record general fuel usage for inventory purposes. A review of the refueler's log does not reveal fuel being delivered to the aircraft on the accident day.

Please let me know if you have any additional questions. We look forward to any further updates you might have.

Best regards,

Shaun R. Christian

President



[REDACTED]

From: Swick Andrew [REDACTED]
Sent: Friday, March 9, 2018 1:21 AM
To: [REDACTED]
Subject: RE: WPR18FA091 NTSB Accident Report Form-6120.1

Shaun,

Thanks for the drug test results. Also, can you give me an idea of how you refuel during the day between flights? Day of the accident flight? And can you support with documentation?

I would like the FAA to look at the airplane next week and I can finish my factual narrative, and complete this on my end. Let me know if you need anything from my end.

Again, I appreciate your time.

From: [REDACTED]
Sent: Wednesday, March 7, 2018 3:50 PM
To: Swick Andrew [REDACTED]