

From: [REDACTED]
Subject: Re: N20556 Dispatch? (WPR19FA080)
Date: Saturday, February 9, 2019 1:00:59 PM
Attachments: [icamemjpnchmichh.png](#)
[pakdmmbibiomgkil.png](#)
[fuel_receipts.pdf](#)
[IMG_6812.PNG](#)
[IMG_6813.png](#)
[Dispatch N20556 Jungho Ju.pdf](#)

Good afternoon Michael,

Please see information as requested:

A, Pilot arrived to Flying Academy located at KAJO airport at around 2:45pm on tuesday afternoon. N20556 was reserved for him 12pm - end of the day on Tuesday 2/5 followed by second day reservation on Wednesday 2/6. With expected return at around 1pm on 2/6. Please see enclosed text messages between Veronika and Jungho Ju about the reservation. Airplane was scheduled to stay overnight at North Las Vegas Airport, before this reservation pilot did several overnight trips to Vegas like this.

B, Airplane dispatch ticket was printed to him at around 3:15pm by Veronika , airplane departed at around 3:30pm we do not have exact time available as Veronika was serving other customers at that time. We believe that exact time could be restored from communication records or radar records in the area. Airplane was equipped with GTX-327 C mode SSR and pilot was usually using flight following. Please see copy of dispatch ticket for flight on 2/5

C, Previous flight on N20556 was conducted by same person (Jungho Ju) on 2/3 with 2.0hrs TT there were no flights or engine runups in between these two flights. We do have electronical dispatch system that tracks Hobbs + Tach readings. (please see statement of N20556 activity bellow) Any missing reading would be highlighted by the system in red.

Aircraft: N20556 - C172M

Bill: Hobbs

Ticket	Base	Event Date	Acctg Date	Receipt Date	Customer	Lev	Begin'g	Tach Ending	Elapsed	Begin'g	Hobbs Ending	Elapsed	Hours Billed	Owner Hours	Hours Not Billed
63656	KAJO				Prior / First			6960.90			3343.10				
63699	KAJO	02/01/19	02/01/19	02/01/19	Shinwoo Yun	3	6960.90	6964.70	3.80	3343.10	3347.70	4.60	4.60		
63838	KAJO	02/03/19	02/03/19	02/04/19	Jungho Ju	3	6964.70	6966.00	1.30	3347.70	3349.70	2.00	2.00		
64018	KAJO	02/05/19			Jungho Ju	3	6966.00	NCI		3349.70	NCI				
Totals for Month of February 2019							-6960.90		5.10	-3343.10		6.60	6.60	0.00	0.00

D, Please see atached all fuelings from February 1st. (further records available upon request)

We have restored following time-frame for aircraft operation 7days prior the accident:

1/30/2019

Maintenance: 0.2hobbs engine runup for maintenance (50hours inspection, SB 366c , Attitude indicator replacement)

Flights:

5.4 Tach / 6.4 Hobbs **Shinwoo Yun** , aircraft dispatched 11:09am , returned 10:50pm (all day reservation with multiple flights)

Refuelings:

- 12:12pm 31.79gal refueled at KAJO
- 2:38pm 6.78gal refueled at KAJO
- 5:19pm 16.10gal refueled at KHND
- 10:45pm 20.04gal refueled at KAJO

1/31/2019

Flights:

1.4 Tach / 2.0 Hobbs **Shinwoo Yun** , aircraft dispatched 4:26pm, returned 7:10pm

Refuelings:

- 11:20am 19.06gal refueled at KAJO

2/1/2019

Flights:

3.8 Tach / 4.6 Hobbs **Shinwoo Yun** , aircraft dispatched 8:06am, returned 2:21pm

Refuelings:

- 9:24am 1.71gal refueled at KAJO
- 1:44pm 23.1gal refueled at KAJO

2/2/2019 - NO FLIGHTS OR FUELING

2/3/2019

Flights:

1.3 Tach / 2.0 Hobbs **Jungho JU** , aircraft dispatched 11:27am, returned 2:40pm

Refuelings:

- 2:34pm 12.5gal refueled at KAJO

2/4/2019 - NO FLIGHTS OR FUELING

2/5/2019

Flights:

Accident flight **Jungho JU** , aircraft dispatched 3:15am

Refuelings:

NO REFUELINGS

Please see list of reservations for period of 1/30 - 2/5 bellow and pictures of fueling receipts enclosed (originals are available in our office)

63478	KAJO	01/30/19	01/30/19		- Maintenance Complete -		6954.10	6954.10	0.00	3334.50	3334.70	0.20			0.20
63487	KAJO	01/30/19	01/30/19	01/31/19	Shinwoo Yun	3	6954.10	6959.50	5.40	3334.70	3341.10	6.40	6.40		
63656	KAJO	01/31/19	01/31/19	02/01/19	Shinwoo Yun	3	6959.50	6960.90	1.40	3341.10	3343.10	2.00	2.00		
Totals for Month of January 2019							120.90		120.90	151.10		151.10	150.40	0.00	0.70

Aircraft: N20556 - C172M

Bill: Hobbs

Ticket	Base	Event Date	Acctg Date	Receipt Date	Customer	Lev	Tach			Hobbs			Hours Billed	Owner Hours	Hours Not Billed
							Begin'g	Ending	Elapsed	Begin'g	Ending	Elapsed			
63656	KAJO				Prior / First			6960.90			3343.10				
63699	KAJO	02/01/19	02/01/19	02/01/19	Shinwoo Yun	3	6960.90	6964.70	3.80	3343.10	3347.70	4.60	4.60		
63838	KAJO	02/03/19	02/03/19	02/04/19	Jungho Ju	3	6964.70	6966.00	1.30	3347.70	3349.70	2.00	2.00		
64018	KAJO	02/05/19			Jungho Ju	3	6966.00	NCI		3349.70	NCI				
Totals for Month of February 2019							-6960.90		5.10	-3343.10		6.60	6.60	0.00	0.00

E, Customers at Corona location are using self-service pump provided by Corona Air ventures. Each airplane has unique fuel card provided by Corona air ventures which is used during refuelings for payment. Flying Academy then receives an invoice with total sum at the end of the week and pays for the fuel with a check. After each refueling, pump prints receipt with N-registration, date&time , price and amount of fuel. This receipt is given to dispatcher at the end of the flight with paper dispatch ticket. Typically airplane is being refueled after the flight to full tanks as a courtesy to other customers unless we receive information from pilots that they dont want full tanks for performance or W&B reasons. If customers are late or not able to refuel after their flight, they should write remaining fuel on the paper dispatch ticket. Based on this, dispatcher will enter remaining fuel into the MyFbo system and if this record is available it will be printed on the dispatch for next pilot. If this record is not entered by dispatcher remaining fuel is printed as unknown on the dispatch ticket.

Each airplane has its deepstick available in the airplane to crosscheck the readings with onboard fuel indicators. If there is a need to refuel, customers taxi the airplane to self service refueling station and they refuel the airplane.

If there is a refueling at different airport, pilots are responsible for checking the fuel after landing and they have to refuel as needed. Fuel receipt should be returned to dispatcher after the flight and customers are being reimbursed on their account for purchased fuel.

Regards

Petr Kratochvil

Dne 09.02.2019 v 13:40 Huhn Michael napsal(a):

Veronika/Petr

Can you please send me:

- any info and documentation re when the pilot picked up the airplane, and when he was scheduled to return it?
- Any information re the time on the airplane at the time it was released to him
- Contact information for the person who flew it before him
- Recent Fueling records
- LA Flying Academy fueling & aircraft return policies & procedures

Thanks

Michael Huhn
Air Safety Investigator
NTSB Western Pacific Region
M: [REDACTED]
Fax: [REDACTED]

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