

From: [REDACTED]
To: [REDACTED]
Subject: Re: N20556 Fueling Procedures/Sequence?
Date: Tuesday, June 23, 2020 12:57:58 PM
Attachments: [Screen Shot 2020-06-23 at 12.13.10 PM.png](#)

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Mr. Huhn,

Renters and students in training are required to check both fuel tanks before their flight and fill them up, as necessary for weight and balance limitation. After their flight, they are asked to top off the fuel tanks in case the fuel quantity is below half in both tanks.

Accident pilot started his flight on 2/3 with N20556 at 11:27 AM and finished the same day at 14:40 PM. He topped off the aircraft with 12.50 gal after landing back in KAJO at 14:34 PM. We did not have any other flight, engine run or any activity between 2/3/19 and the day of the accident on 2/5/19.

[Print screen of last dispatch before the accident flight:](#)
Rental Ticket Summary: 63838 at KAJO

For: **Jungho Ju**

	Dispatched	Departure	Return	Accounting	Receipt	Dispatch By	Modified By	Modified At
Scheduled	see reservation	02/03/19 11:00	02/03/19 14:00					
Actual	02/03/19 11:27	02/03/19 11:00	02/03/19 14:40	02/03/19 14:00	02/04/19 08:56	Medeova	Medeova	02/09/19 11:48
Remarks	TB							

Flight Data – C172M N20556 (Rent)

Item	Start	Stop	Elap	Equip	Dual	Staff
Hobbs	3347.70	3349.70	2.00			
Tach	6964.70	6966.00	1.30	2.00		
Fuel	0.00	12.50	12.50			

Financial Data –

Positive balances are deposits or prepayments. Negative (-) balances are amounts owed by Customer. Level: 3 Group: —

Please, let us know if you have any other questions.

Regards,
Veronika

On Tue, Jun 23, 2020 at 11:50 AM Huhn Michael [REDACTED] wrote:

Veronika/Petr

Sorry for all the questions but just trying to make sure our records are complete and accurate

Can you please answer the following:

- What are the FALA fueling procedures for rental pilots?
 - Are they required/asked to fuel before or after their flight?
 - Are they required to top off (fill) the tanks unless otherwise instructed?
- The two attachments below show that the accident pilot flew the airplane on 2/3, and then the accident flight on 2/5, with no other pilots flying the airplane, correct?
- He flew 2.0 hours, and added 12.5 gallons on 2/3. Was the fuel added before his 2/3 flight, or after that flight?

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 attached all fuelings from February 1st. (further records available upon request)



Michael Huhn

Air Safety Investigator

NTSB Western Pacific Region

M: [redacted]

Fax: [redacted]