

September 8, 2019

On September 7 at about 1025 hours, I Alfredo Arroyo acknowledged a fuel order for a Beechcraft Sierra, tail number 24030. When I arrived at the aircraft two gentlemen were present for fueling. The fuel order was 20 per side. I grounded the aircraft and the fuel caps were already opened for me. I started on the left side. When I reached about 8 gallons I noticed that it was reaching capacity. I called who appeared to be the captain over and I was instructed to stop at 10 gallons. The fuel lever was 1.5 inches from the top of the fueling port. A little more than half way up the tabs. The flight crew replaced the fuel cap, and I moved on to the next wing. The plan now was to add 10 gal on the right. At about 3 gallons, it appeared to reach capacity again. I called him over to the other side, and I was instructed to match the fuel level of the left tank. It came out to be 13 gallons on the right tank, a total of 23 gallons all together. The crew replaced the fuel cap, and I completed the paperwork side of the fuel order.

That evening I received phone calls from coworkers telling me that the plane had crashed that evening. With the collaboration of information from Dan DeFiore and Terry Thomas, the plane attempted to take off a little after I fueled them. They took off about 1100 hours and came right back around. They said they couldn't generate enough lift. There were four people dropped off at the plane before the first attempt. The second attempt is unknown.

Regards,


Alfredo Arroyo

Line service Representative
Henderson Executive Airport