

RECORDS EXCERPTS

MAINTENANCE EXCERPTS

8. Description of Work Accomplished	N134P	7/18/2019
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Nationality and Registration Mark Date

Applied D'Shannon STC #SA02723CH for max gross weight increase to 4010 LBS when D'Shannon STC #SA02722CH 20-Gallon auxiliary wingtip fuel tanks are installed in accordance with DLB1400 Rev. B and installation manual KB-1401-1 Rev. A

Updated weight and balance to show max gross weight increase to 4010 pounds.

FUEL RECEIPT

APP Hayward Jet Center
Hayward FBO LLC
APP Jet Centers
21889 Skywest Drive
Hayward, CA 94541
(510) 259-1347 (510) 259-1959 Fax

Sales Person: CLeon Invoice: HWD-19-115223

8/19/2019
8:38PM

Old To: Avgas Customer

Type	Item/Description	Cr?	Aircraft	Quantity	Units	List Price	Disc	Unit Price	Extended
Fuel	AVGAS KHWD*Avgas Transient		N134P	20.000	Gallon				
	100LL								
						Subtotal			
						Total Due			
						Paid-SHELL-VISA			

VISA Swiped I Agree to pay the Amount shown to the right \$
***** Auth#: 03755G in accordance with the Card Issuer agreement.

Processed using:
Pmt ID #: 390673
C/C Ref #: 390673 Signed: _____

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FLIGHT RADAR HITS

Time (PDT)	Latitude	Longitude	Course	kts	mph	feet	Rate
Tue 17:29:13	Departure (KRHV) @ Tuesday 17:29:13 PDT						
Tue 17:29:13	37.3500	-121.7833	→ 90°	131	151	2,700	
Tue 17:30:49	37.3500	-121.7667	→ 90°	136	157	2,400	-278 ↓
Tue 17:31:44	37.3667	-121.8000	← 302°	120	138	2,000	-105 ↓
Tue 17:32:43	37.3667	-121.8500	← 270°	123	142	2,200	300 ↑
Tue 17:33:44	37.3667	-121.8833	← 270°	116	133	2,600	198 ↑
Tue 17:34:44	37.3500	-121.9333	← 247°	126	145	2,600	-48 ↓
Tue 17:35:49	37.3667	-121.9833	← 293°	130	150	2,500	-50 ↓
Tue 17:36:43	37.3667	-122.0167	← 270°	122	140	2,500	
Tue 17:37:49	37.3667	-122.0500	← 270°	119	137	2,500	
Tue 17:38:43	37.3833	-122.1000	← 293°	118	136	2,500	50 ↑
Tue 17:39:49	37.3833	-122.1333	← 270°	120	138	2,600	99 ↑
Tue 17:40:44	37.3833	-122.1833	← 270°	118	136	2,700	50 ↑
Tue 17:41:49	37.3833	-122.2167	← 270°	125	144	2,700	50 ↑
Tue 17:42:43	37.3833	-122.2667	← 270°	127	146	2,800	-52 ↓
Tue 17:43:44	37.3667	-122.3000	↙ 238°	126	145	2,600	50 ↑
Tue 17:44:44	37.3667	-122.3500	← 270°	131	151	2,900	454 ↑
Tue 17:45:43	37.3500	-122.4000	← 247°	125	144	3,500	240 ↑
Tue 17:46:49	37.3500	-122.4333	← 270°	133	153	3,400	-198 ↓
Tue 17:47:44	37.3333	-122.4833	← 247°	135	155	3,100	-212 ↓
Tue 17:55:19	37.4333	-122.4833	↖ 322°	93	107	1,600	-208 ↓
Tue 17:55:55	37.3667	-122.5167	↙ 202°	75	86	1,400	-222 ↓
Tue 17:56:13	37.3667	-122.5000	→ 90°	73	84	1,400	150 ↑
Tue 17:57:55	37.3500	-122.5167	↙ 218°	44	51	1,700	200 ↑
Tue 17:58:13	37.3667	-122.5167	↑ 1°	45	52	1,800	411 ↑

ATC EXCERPTS

- 0035 N1746R flight checks in with NCT Licke sector. NCT Licke sector advises N1746R flight to remain clear of the San Francisco Class Bravo airspace and to resume own navigation. NCT Licke sector initiates a hand off to NCT Area B Woodside sector.
- 0036 NCT Woodside sector accepts a handoff from NCT Licke sector.
- 0037 NCT Licke sector advises N1746R flight to contact NCT Woodside sector. N1746R acknowledges. N1746R Flight checks in with NCT Woodside sector. NCT Woodside sector acknowledges and verifies that it is a flight of two aircraft. N1746R advises NCT Woodside sector that they are a flight of two, a Skylane and a Bonanza.
- 0040 N1746R flight advises NCT Woodside sector that once they get over the mountains they are dropping down to one thousand feet and asks if frequency 120.9 is the correct frequency over the city. NCT Woodside sector advises in a loss of communications the next frequency will be 135.1. N1746R asks if 135.1 is the frequency for over the city. NCT Woodside sector tells N1746R flight to standby. NCT Woodside sector advises that over the city 120.9 would be the frequency to use, between Half Moon Bay and abeam San Francisco would be 135.1. N1746R acknowledges.
- 0041 NCT Woodside sector initiates a hand off to NCT Sutro sector. NCT Sutro sector accepts handoff. NCT Woodside sector advises N1746R flight to contact NCT Sutro sector on 135.1.
- 0042 N1746R flight acknowledges. N1746R flight checks in with NCT Sutro sector. NCT Sutro sector acknowledges N1746R flight. N1746R advises they are going to descend to 1000 feet and might lose radio contact. NCT Sutro sector acknowledges.
- 0045 NCT Sutro sector issues traffic to N1746R flight.
- 0047 NCT Sutro sector asks N1746R flight how far west they would be going. NCT Sutro sector asks N1746R flight if they can hear them. N1746R flight advises they can hear NCT. NCT Sutro sector advises N1746R flight that they are going to lose radio coverage at their altitude and radar services are terminated and to squawk VFR. NCT Sutro sector also

0053 N1746R flight calls NCT Sutro sector. NCT Sutro sector tells N1746R to standby. N1746R flight contacts NCT Richmond sector. NCT Richmond sector acknowledges.

0054 N1746R flight advises NCT Richmond sector they are a flight of two and the Bonanza is going in the water. NCT Richmond sector asks N1746R their position. N1746R responds but unintelligible. NCT Richmond sector asks N1746R to ident. N1746R response is unintelligible. NCT Richmond sector advises N1746R he sees him out there about five south of Half Moon Bay. NCT Richmond sector advises N1746R that their radio would come in broken because of their altitude and they will get the Coast Guard out there as soon as they can.

0055 NCT Richmond sector advises N1746R to ident. NCT Richmond sector advises N1746R that they see them ten south of Half Moon Bay and asks N1746R to verify they are not having any issues. N1746R responds that they are fine.

0056 NCT Richmond sector acknowledges and asks if they are going to stay in that area. N1746R acknowledges.

0057 NCT Richmond sector asks N1746R to climb for better radio reception. N1746R acknowledges.

0058 N1746R asks NCT Richmond sector what altitude they need to be at. NCT Richmond sector responds that they are picking up N1746R loud and clear, and asks N1746R to ident again for radar identification. NCT Richmond sector radar identifies N1746R and verifies that N1746R is circling where the Bonanza went into the ocean. N1746R acknowledges and advises that the Bonanza sunk and there are two people in the water.

0059 NCT Richmond sector verifies with N1746R the number of people in the water. N1746R acknowledges. NCT Richmond sector issues N1746R the San Francisco altimeter.

0100 N1746R advises NCT Richmond sector they are descending to keep track of the people in the water. NCT Richmond sector advises N1746R that they might lose radio contact.

0101 NCT Richmond sector advises N1746R that a Coast Guard helicopter is departing San Francisco, N1746R acknowledges.