



RECORD OF INFORMATION

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Aviation Accident Investigator
Central Region

NTSB Accident Number: CEN18LA351

The accident pilot provided the following information:

- The pilot recalled the fuel on board prior to takeoff was about 34 gallons, with about 18 gallons in the left tank and 16 gallons in the right tank.
- The airplane's fuel quantity gages were digital and registered to tenths of a gallon.
- Based on typical fuel flows that he was accustomed to at cruise power, he expected to burn about 18 gallons per hour during cruise.
- During his preflight, he was initially rushed. After starting his engine, the tempo slowed down while he waited about 10 minutes for the B25 to start engines.
- He started his engine on the right tank and it remained there for the duration of the flight.
- The GPS timer was set to alarm every 20 minutes and he used the alarm as a reminder to switch fuel tanks.
- After departure, he used a higher cruise power setting than expected to rejoin expeditiously with the B25 airplane.
- About 10 minutes into the flight, the GPS timer alarmed. He chose not to switch tanks because he didn't think it was yet necessary, based on typical burn rates. He did not check what the fuel quantity gages read at that time.
- The rejoin to the B25 and flying in formation was a distraction from his normal fuel management routine.
- The pilot thought the power loss occurred due to fuel starvation and was triggered by his not switching between fuel tanks and the higher than expected power setting during cruise.