



RECORD OF CONVERSATION

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Western Pacific Region

Date: 5/26/2021

Person Contacted: Andres Moralis – Mechanic / Passenger

NTSB Accident Number: WPR20LA311

Narrative:

During a telephone conversation, Mr. Moralis couldn't recall how many flights were conducted between when they refueled the airplane until they arrived in Chino, California, but he recalled the flights from the time they left Chino, to the time of the accident. Mr. Moralis thought they had flown to Brown1 Field, back to North Island, and then to Chino.

Mr. Moralis said that while they were in Chino, he put oil in the engines, and stepped out for lunch, and when he came back, the B25 had left without him. He caught a ride with another pilot, and that when they got to Vacaville, he was rushed into the B25 and wasn't able to do his regular routine, which normally includes checking oil and fuel levels.

After departure from Vacaville, maybe 5 minutes later, he recalled that the right engine "started dying out, and came back on." When the engine finally shut off completely, the pilot told Mr. Moralis to turn on the fuel crossfeed. Mr. Moralis recalled that the engine came back on for maybe 20 seconds, then both engines started losing fuel pressure, and quit.

Mr. Moralis further reported that his typical method of measuring fuel was to use the wooden dowel [inside the airplane] with approximate marks, stick the tanks, and use whatever it [the stick] reads. He also said that he always tops the tanks off, either to the top or maybe 2.5 inches from the top of the filler neck. Additionally, he recalled 65 to 75 gallons per hour of fuel usage per engine.