

NL7946C

B25 OLD GLORY

ANDRES MORALES

SEPTEMBER 18, 2020

To the best of my recollection, on the morning of September 18th we started off the day in North Island Naval Air Station. From there we went to Brown Municipal Airport and fully topped off (3" from the base of the filler neck) all four tanks. From there we returned to KNZY which was approximately a 15 minute flight. Once in KNZY we loaded passengers, did a routine engine run and went on a 46 minute flight from KNZY→ KNZY.

SEPTEMBER 19, 2020

On the morning of September 19th we did another passenger flight from KNZY→ KNZY that lasted approximately 30 minutes from start to shutdown. Our next flight of the day was from KNZY→ KCNO (Chino Airport) which was about another 30 minute flight. For the flight from KCNO→ KVCB (Nut Tree Vacaville Airport) I was not on board Old Glory, I got a ferry from a friend in another aircraft to meet the B25 in KVCB, therefore I cannot account for the duration of the flight. During my flight up to KVCB we received a message from the B25 via text message that there was an indication issue with oil pressure but the engine was running fine and so I advised them to continue at their own discretion knowing that KSCK (Stockton Airport) was our intended destination. Their response was to continue on to KVCB being that all other engine indications were normal and within limits.

Flight of Accident

Upon arrival at KVCB I was told to hop into Old Glory and prepare for our departure to KSCK at which point I did exactly that. Typically before any flight, the procedure is to check engine oil and fuel because the B25's minimum Landing fuel is 200 gallons.

Being that I was told to climb into the B25 I did not myself ensure that our levels were within limits. The pilots started up, taxied down to the runway and took off for KSCK. About 5 minutes into our flight we had a slight drop in fuel pressure on the number two engine but the pressure came back up. Another thirty seconds had passed and we completely lost fuel pressure on the number two engine and it began to shut down. Taigh told me to hit the crossfeed and I did, then engine number two came back on and not more than a minute later we lost fuel pressure and power on both engines. I quickly returned to my seat and strapped in for an emergency landing.

Notes

- On the return flight from Brown Municipal to North Island we encountered an ignition issue with the number one engine. The corrective action was to change out the forward and rear spark plugs. Afterwards we performed a full engine run up for about 15 minutes.
- From the time i got to Nut Tree to the time i climbed into the B25 was no more than 2 minutes. Old Glory had already been there and in being told to just get in even though i normally double check fuel and oil after and before every flight i did not this time.