



RECORD OF CONVERSATION

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Western Pacific Region

Date: 9/29/2020
Person Contacted: Mark Henley – Previous Pilot
NTSB Accident Number: WPR20LA311

Narrative:

During a telephone conversation, Mr. Henley reported that he flew the airplane from Chino to Vacaville. The flight included normal operations and was just to move the airplane up there. Mr. Henley said that during the flight, they used auto lean, and recalled using a power setting of 28 inches and 1,800 rpm for cruise. He also recalled the right aux fuel gauge seemed to be intermittent, the needle would come up, then show 0, and that it started after they had took off. Mr. Henley said that the other 3 seemed to be working normal.

Mr. Henley further reported that before they landed at Vacaville, the fuel gauges showed about 60 gallons per side on the main fuel tanks, right aux fuel tank indicated 0, and the left aux tank showed 10 or 15 gallons. Mr. Henley said that the airplane was not being operated using the outer aux tanks.

Mr. Henley said that he doesn't think they stuck the fuel tanks after they had landed, and added that he went inside to do arrange a hotel and a car. He additionally reported that he never had flown "Old Glory" prior to that day.

Mr. Henley said that he was briefed when they got into the airplane in Chino, he was told they topped it prior to flying up to Chino from San Diego.

Mr. Henley added that he has about 300 hours in B25s, and usually plans a fuel burn at a cruise power setting of 130/hour, which about 99 percent of his flying was at a power setting of 27 inches and 1,700 rpm doing rides or check rides. Mr. Henley added that he did some cross-country legs, but it's been a while, however, they typically did about 3-hour legs. Additionally, another B25 operator imposed a 200-gallon minimum, so they had 470 gallons of fuel usage.