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N7946C
9/19/20 narrative

On September 19th, 2020 following the aircraft's arrival from Chino to the Nut Tree, I boarded the aircraft to act as SIC. I questioned the PIC, Mr. Ramey about the fuel load on the aircraft, which he calculated to be in excess of 200 gallons, which was more than enough for our 20 minute flight to Stockton. This was also shown on the fuel gauge, of which I have attached a picture. Startup, taxi, run up, take off, and climb were all normal.

After leveling off at approximately 1500 feet MSL, we cruised normally for approximately 10 minutes. We had requested flight following to transit Travis AFB's alert area. During the hand off from Travis to NorCal approach, at which time we experienced a loss of fuel pressure in the number one engine, followed by a loss of power. The PIC turned on both electric boost pumps, and instructed Andres Morales, our Mechanic/Load master, to open the fuel cross feed valve. The engine restarted itself, and we began discussions about the loss of fuel pressure, and elected to make a strait in approach to runway 11L at Stockton. Approximately two minutes later, we experienced a loss of fuel pressure on the number two engine, followed by a loss of fuel pressure on the number one engine. Both engines continued to make intermittent power. The PIC made the determination that we would not make it the four miles to the runway, and elected to make an off airport landing in a plowed field about 45 degrees to the right of the aircraft. We lowered the landing gear and flaps, and made a normal landing at the east end of the field. Rollout was normal until we impacted a drainage ditch, at which point the landing gear collapsed. After we came to a stop I opened the top emergency hatch, and exited the aircraft by climbing over the turret, down to the wing and then slid off the wing onto the ground. I then walked approximately 100 feet in front of the aircraft where I collapsed.



In flight picture of fuel gauges