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AS-ANC

Date: April 1, 2024
Subject: ANC24LA004 Pilot Interview
Contact: Brian Adams - Pilot

Summary of a phone conversation with Brian Adams

Mr. Adams said this was going to be a short flight for the purpose of running the engine to avoid the engine sitting for a prolonged period between opportunities to fly. A fog layer had just cleared from the airport, but the official weather still had the airfield under IFR conditions. While he waited for the airfield to report VFR conditions, he taxied the airplane around the airport for an extended amount of time. When the airfield reported VFR conditions he departed and maintained a "close in" pattern with a climb to about 800ft MSL. On downwind he adjusted the engine power to 1500 rpm to start the approach and avoided low power / idle power because of the cold temperatures outside. On final he placed the airplane in a forward slip to increase the airplane's rate of descent. Close to the end of the approach, the pilot further reduced power then recognized that he was too low on his approach to the runway. When he added power to correct the low approach angle to the runway, the engine did not respond and then he noticed the engine had quit running. He was operating the engine out of the left fuel tank.

During preflight he thought he had about 12 to 14 gallons of total fuel onboard. About 7 gallons in each wing tank. He noted that it is very difficult to measure the fuel quantities when less than 10 gallons are in the tank, and he suspects that there is a high un-usable amount of fuel in each tank. During run up he checked the operation of the carburetor heat, and it was fully functional and that he has never encountered carburetor icing with this engine. The engine was equipped with a

carburetor heat temperature probe, and he did not observe any temperatures in the carb icing zone.

During the engine break in period back in Texas, on the first flight, he was flying traffic patterns to properly break in the engine. He had flown for about an hour and half when he came into land. On final about a foot off the runway the engine quit. They found nothing wrong with the engine. When they drained the fuel from the wing tank, they found about 5 gallons of gas still in the wing tank. Mr. Adams said the airplane has non original fuel tanks installed, and they have no paperwork on them. Because they do not know the un-usable fuel and the engine failure he experienced in this airplane, he has always flown with full fuel tanks or all most full fuel tanks. He said that the previous engine failure from fuel starvation was in the same flight profile as this accident and the airplane back then still had 5 gallons of gas. The only difference was this time the airplane was in a forward slip.