

21/JUN/2016

I made two navlog

1 RHV-CPU MAE-RHV (by hand made)

2 RHV-TVL-MEV-CXP-RHV (by sky vector auto)

I only show No.1 plan to CFI and got sign.

But I use No.2 plan. Because

I wanted to go Lake Tahoe rather than No.1 plan.

That day around Lake Tahoe WX was good but gust was strong sometime I knew that.

So my plan was

before flight over mountain to Lake Thoe I would get latest info from CPU JAQ awos if possible TVL awos too.

If gust was strong I wanted use No.1 plan. But gust was not strong then I decided going Lake Tahoe as plan No.2.

I arived at

TVL 18:20-1840 full stop and inc20min break

MEV 19:00 full stop no rest

CXP 19:20 full stop no rest

After taking off CXP and over the mountain

I was thinking if I would put GAS at CPU.

But I remember SKY vector Navlog said

RHV-TVL-MEV-CXP-RHV

all total distance 300.8NM

total time :3H27M

C152

26gal full  
24.5gal usable  
my calculate 5gal/h

So I calculated I can fly to RHV direct if include some taxi & climbing fuel.  
And I was thinking if gus is not enough before arrive at RHV  
I should find the airport which nearest and which airport have self fuel.

After 40min-60min I knew I lost.  
but I could see mountain looks like my originally schedule route.  
So I kept flying, but mountain view was never finish it was misunderstanding.

I up set because, I lost and I checked hobbs 4.3h which mean not enough time  
if I go straight, back, right left anyway.  
because I could see only mountain view around my plane in dark.

I tried to contact

Norapp 120.95 124.525  
VOR PANOCHE 112.6 SALINAS 117.3

That's because I thought I flight around San Luis Reservoir Lake.  
Ofcause I couldn't contact NorApp VOR also that's why wrong location.

In the meantime engine stop it was 3500-4000 feet MSL and I made mayday call.  
Tried keeping 60KT for best glide but I was looking good place to land.  
But lost speed was so fast and it was so difficult keep maintain with no prop air.  
I only have choice left direction because straight, back, right were dark mountain cliff.

Left direction was winery but I find power line   airspeed were 40-45KT,  
I couldn't control and avoid anymore. Airplane crash power line and it was looks like in  
the middle of fire works  
after that I was slammed to the ground. I made callig 911 myself.

JUN 29 2016  
KUNIHIRO YAMANOUCHI