



PILOT STATEMENT

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NTSB Accident Number: GAA17CA542**

Below is the student pilot's statement regarding the accident.

On 08/30/2017 I flew a cross-country from Healy River airport to Wasilla, I diverted to because I was low on fuel. I performed a go around because of the gusting winds. I ran out of fuel and performed an emergency landing in the brush straight ahead. This is a description of the events:

On August 30th 2017 at 3:20 Alaska Time I began my flight from Healy River airport with 15 gallons of fuel on board. The airplane was a Cessna 150G. I was planning a cross-country back from Healy River to Palmer (PAAQ) airport. My flight instructor had signed me off to land in Talkeetna or Wasilla if needed for fuel.

I had to ask another person to drive to the gas station in Healy to fill up two five gallon cans so that I had enough gas.

Before the flight using my POH I determined what fuel burn I would have at cruise (4.6 gph). Online using NOAA's Alaska Aviation Weather Unit (AAWU) I looked up the weather and got the winds aloft forecast for the Talkeetna area. I also looked up the METAR's for Talkeetna and Palmer.

I calculated that for most of my cross-country it would be 12 knots of wind from 210 degrees true.

I pre-calculated that I would burn a total of 8 gallons for my flight time of 1 hour and 40 minutes. My personnel minimum for extra fuel is 1 full hours worth. I calculated a conservative 6 gallons extra for the 1 hour reserve to be

on the safe side.

I needed 14 gallons and I had 15 gallons. The total fuel volume is 26.0 with 22.5 usable.

My flight was smooth and slow. Near the beginning of my flight while I was passing Summit (PAST) airport while traveling southwest along the highway, my engine required me to use my carburetor heat. The RPM had dropped and when I pulled my carburetor heat on, within moments, the RPM rose back to my normal cruising RPM of 2400. After that I kept the carburetor heat partially out to prevent a recurrence.

My flight followed the George Parks Highway until I came to Chulitna Pass. From there I flew over the railroad tracks that continue south toward Talkeetna Airport.

Using my paper flight planner and my E6B I timed my points and calculated my fuel burn.

After I had passed Talkeetna and was roughly 20 statute miles north of Wasilla I realized that I was burning a higher amount of fuel per hour than I had planned for.

I realized I must have only about 4.5 gallons total left in my tanks.

At this point I was listening over the radio to the Palmer and the Wasilla ASOS and AWOS-3 weather reports.

I decided to divert to Wasilla, which was only about 10 statute miles out now. I reasoned that I would use 2 gallons getting there and still have two left.

Flying over midfield from the north I heard that Wasilla's winds were 130 at 10 gusting 16 knots. I chose runway 22 which had a left pattern that I was familiar with. Runway 04 uses a right pattern. Because it was almost a direct crosswind I chose the more familiar pattern.

As I came down and started on my final approach, the wind sock showed that I was getting a tailwind.

I corrected for being slightly low by adding some throttle. At first it felt like the throttle stuck, but then it gave too much power. I found myself above the glide path.

As I tried to fight the gusting wind I saw that I was high and the tailwind had pushed me halfway down the runway. I determined I would not be able to land with enough room to stop before going off the end of the runway.

I chose to perform a go around. I was two thirds along the runway when I put in full throttle. When I reached the end of the runway, in seconds, the RPM had dropped from 2500 to 2200. Then the propeller stopped spinning and the engine quite.

Immediately I touched the mixture to see that it was all the way in, it was. I checked the throttle was in and locked, it was. Then I pulled the carburetor heat out, it did not do anything.

As I looked out the window, I kept the airplane going straight ahead. I was too low to try to turn.

There were large trees to my left and farther ahead. On the right was some parking with planes on the airport. There was thick brush everywhere around me.

As I set up to land straight ahead I put my yoke down enough to prevent a stall. I still had 20 degrees of flaps that I had not taken out.

I landed descending in a level forward motion. The airplane landed directly on the thick brush which bent forward with it.

The long thin brush hit along the leading edge of the wings causing some dents. But the propeller and front had no damage, because it had not been spinning and I had landed on the belly of the plane.

The brush also caused the larger dent on the pilot side of the horizontal stabilizer. It had a small crack in it.

I had no injuries.

A Federal Aviation Administrator named Roger Young saw my airplane go down.

The next day we found out that the airplane had less than the 3.5 unusable gallons of fuel in it.

Reasons I may have used more fuel than I anticipated:

I used the carburetor heat several times in flight, as I thought necessary, to maintain the engine power. This made the engine run more rich.

Though I had planned for winds using the winds aloft forecast, through my calculations in flight I realized that I was going much slower than planned. The headwinds were much stronger than forecast.

Near the end of my flight I saw I was running low on fuel based on my cross country form calculations. I was at the curve at the end of the Talkeetna mountains ten miles north of Wasilla. I had 4.5 gallons of fuel left and I did not feel comfortable trying to make it to Palmer, my planned destination, but that I had enough to go to Wasilla, an airport that my instructor had put as a landing area if the winds were not good in Palmer. This was within my 6 gallon reserve but my thought process/calculation was that I had four gallons and I could make it to Wasilla and still have two gallons left.