

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



August 1, 2025

ANC25LA017

Dear Stacia Joyce:

I have reviewed the engine monitor data for this accident aircraft and nothing remarkable is noted. The cylinder head temperatures along with the exhaust gas temperatures are consistent, they coincide with one another and follow the engine RPM as would be expected. All indications confirm the engine is running normally until the last few seconds when the exhaust temperatures (all 6 cylinders) slightly rise then rapidly drop. This is consistent with the engine going lean then starving for fuel. Decreasing the amount of fuel in the fuel / air mixture (intentionally leaning with the mixture control or the engine becoming lean due to lack of fuel) will cause an increase in operating temperature to a point when the engine eventually starves for fuel and will no longer produce power. The exhaust gas temperatures are the first to show changes as they are affected immediately by variations in mixture. The cylinder heads have considerable mass and take more time to heat or cool delaying the changes in temperature indications.

The engine monitoring data for this accident aircraft is consistent with a fuel starvation event with no engine anomalies evident in this recorded information.

Sincerely,

John D. Ellis
Piston Engine Specialist