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Date: 11/19/2025
Subject: ANC25LA112, Pilot Email Exchanges
Contact: Christopher Duncan Thomas, Pilot

The following information was obtained via email exchanges with Mr. Thomas:

September 22, 2025:

Engine out on final to runway, no warning, fuel starvation (ice, fuel contaminants, 87 octane MOGAS (has STC), Not obvious reason: plane hit sand dune in low energy emergency landing, front fork sheared, plane flipped over: weather 1000-1200' and 5 miles

September 26, 2025:

Plane ended up on its back with the two wings flat against the sand dune, the top of tail and top of cowling against the ground, the propellor bent and pushed back, front window cracked. Front fork and wheel sheared off and an indentation on underbelly where front wheel had pushed back as it broke off. The wings looked to be in decent condition albeit some dents and struts still intact. The front cowling cracked and exposed engine and engine locked in place. No fuel leakage from engine or wings. Fuselage and tail section all intact and no noticeable major damage. Main wheels intact and in position. Seating, yokes, avionics and panel all intact and no major damage, one cracked G5 screen. On the ground I turned off master, lights, leaned out, throttle out, ignition off and keys out. All intact. Interestingly the fuel selector handle with the attached connecting rod was extended 4-6" downward (now pointing toward the roof as it's upside down) and virtually free, unconnected to anything. The interior of the plane intact, the two cargo nets intact and connected to their cleats and

intact which had prevented any cargo moving forward and injuring me. The control surfaces all looked in good shape and were responsive all the way through the flight and into the ground. The fuel meter read 8 gallons each side at the time of impact. The distance to next Yakutat 73sm. It uses 9gph. This was calculated prior to flight to provide at least 1 hours of night time reserve. In the last 30 mins of the flight the wind moved from a tail to head wind which is when I changed the flight plan to land at 19AK earlier and wait overnight for the forecast improvement in condition as my reserves would have been lowered below personnel minimums. This ultimately was 0.8 miles from impact.

Planned itinerary for the flight was Kodiak to Soldotna to Cordova to Yakutat. Stopped in Soldotna to refuel and fill 4 x5 gallons fuel tanks as reserve. Stopped Cordova Muni and refueled with reserve tanks to empty interior fuel.

Flight uneventful all of the way until last minute. Plane performing very well. It has a had IFR panel with Forelight back up, synthetic vision and a full set of survival gear.

On this day flight levels 1500-5000', viz 3-10 miles, broken, multilayered clouds, moderate winds. Some light icing higher at 5.5k' and temps 29-32. Forecast was for tail wind to Yakutat then worsening conditions over night and clear day to follow.

Itinerary was to get to Yakutat before the weather that night and in case of it coming in faster to use any number of the small off map strips per Tundra Pilots I have loaded into Foreflight. There are many on the way which make for quick landing spots.

I descended from ~1000' under the flight deck to land at 19AK. At ~500' strong winds blowing in over the dunes. I lowered for the last 1-1.5sm to 200' to avoid the strong cross winds and buffeting. 0.8 miles from the strip engine quickly lost power. Matter of 3-4 seconds from 2300-2400 RPM on final to zero RPM.

No engine hesitation, no hiccups (lies water or ice), no rough running, no different noises, no indication at all. Its sounded like the engine running out of gas. A smooth and consistent lowering of the RPM.

I had an indicated 16 gallons aboard (new electric fuel gauges) and had just refueled, checked levels and sump checked. No water in fuel. Fuel levels as anticipated.

On engine rpm decline, checked fuel switch on "both", throttle full forward, mixture in, carb heat out, and primer hard in and secure. No response. I had 10 degrees of flaps in preparing for landing, left them the same. Diverted 45 degrees from over trees to the sand dunes and pulled hard to get over the last trees and mush it in to lower

energy as much as possible. Front fork hit the bottom level of the sand dune where it was starting to rise at 30 degrees and at an angle that caused the wheel to be pushed back rather than forward. Wheel collapse, nose rotated forward, prop hit ground and stopped, nose hit ground, momentum cause plane to rotate over the top and land on its back.

November 19, 2025:

When asked if there was an SD card installed in the Insight G2 engine monitor at the time of the accident and, if so, did he remove it from the unit either prior to or after wreckage recovery, Mr. Thomas responded:

I don't recall. The insight monitor has been fixed about 4 times due to its unreliability. The software card was often removed to download the data. I don't recall whether it was in or not at the time.