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Air Safety Investigator
AS-ANC

Date: October 9, 2025

Subject: ANC25LA112, Wreckage Recovery

Contact: Steve Richards, Ridgeline Aviation, Inc.

I spoke with Mr. Richards, who facilitated the recovery of the wreckage from the accident site via helicopter, over the telephone regarding the recovery of N4282F. He provided me with photos of the wreckage and coordinates of the accident site (60.094722, -142.70333). The location of the accident site is about 7 miles Northwest of Yakataga Airport.

The pilot reported that the accident site was located about 1 mile from Icy Bay Airport. However, the coordinates provided by Mr. Richards placed the accident site about seven miles from Yakataga Airport and about 37 miles from Icy Bay Airport.

Mr. Richards later stated, via text message,

"Tanks are pretty much empty. The left hand cap is old and very tight, nothing inside at all. The right tank has a vented cap on it and was a little looser, barely 1/ 16th of an inch of fuel in it, and the airplane was tipped that direction. So unless he ran the left tank bone dry, switched to the right, flipped the airplane, and then whatever fuel was in it leaked out of the right hand side, I would say that he ran out of gas."

The airplane came to rest inverted during the accident sequence and was recovered over a week after the accident occurred. Additionally, the above assessment was made after the wreckage had been recovered. Therefore, an accurate factual account of the amount of fuel that was present in the airplane at the time of the accident, apart from what was reported by the pilot, could not be made.

The airplane was equipped with an Insight Avionics G2 graphic engine monitor; however, an SD card was not installed in the unit. Therefore, engine data from the accident flight was not saved and nonvolatile memory was unable to be recovered from the instrument itself.