



Mitchell Rasmussen
Air Safety Investigator
AS-ANC

Date: 10/16/2025
Subject: ANC25LA112, Pilot Interview
Contact: Christopher Thomas, Pilot

The investigator spoke with Mr. Thomas over the phone regarding further details of the accident.

Mr. Thomas stated that he had fueled using four 5-gallon containers of 100LL aviation fuel into the airplane prior to leaving Cordova and had planned to arrive in Yakutat at or just above fuel reserve minimums. He stated that he visually checked and dipped the tanks prior to departure but could not recall how much fuel was in the tanks. He stated that his electronic fuel monitoring system is automatic and updates the correct fuel load. He stated that around 1845 the winds shifted from a tailwind to a headwind and he was no longer confident that he would make it to Yakutat.

Mr. Thomas stated that the ceilings were around 1500 ft, and that it was raining. Mr. Thomas also commented that the weather was deteriorating, and this was an additional factor in his decision that he would have to put the airplane down before reaching Yakutat.

He stated that he had been flying at 900 ft and had just descended to 400 - 500 ft prior to the loss of power. He had been flying for about 1 hour 15 minutes when the engine experienced the loss of power. Mr. Thomas stated that the engine lost total power over a 3 - 4 second period and seemed smooth - as if the fuel had been cut off. He reported that there were no engine issues or indications of malfunctions or failures prior to the power loss.

Mr. Thomas reported that the engine was running smoothly with no hiccups at the time of the power loss. He stated that his fuel selector was on both. He recalled that his fuel monitoring equipment indicated he had 7 - 7.5 gallons of fuel in each tank at the time of power loss.

Mr. Thomas stated that he was running partial carburetor heat at the time of the power loss - in an effort to keep his cylinders from over-tempering. The pilot stated that he believes that this could have masked and exacerbated carburetor icing symptoms, which could have led to the power loss.