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To: [REDACTED]
Subject: Dave TerHaar N40DT
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Hello Mike, sorry for the delay, I've been out of town.

On Sunday morning around 9am, September 6, 2025 I departed Thompsonville Airport 7Y2 in my home built Carbon Cub EX3 headed for Silver Lake. About 20 minutes into the flight I noticed a flicker in my Garmin G3X screen, but never received a voltage warning. This drove me to look at my engine monitoring screen which indicated my alternator was not charging and was showing 12.8 VDC. I immediately started a climbing turn back to my home airport (7Y2). After reaching about 4000 ft. and enroute back, I tried several things to get my alternator working including cycling both the field and main alternator breakers several times. I checked my voltage in my backup ignition battery which read 12.8 VDC, which was good. Since I had about a 15 minute flight back to my airport I decided to save my back up battery and run off the main battery until I received a low voltage warning. I made it back to the airport and was on final when I finally got a low voltage warning on the G3X. I switched over to my back up ignition battery and watched as the voltage dropped from the 12.8VDC down to 0 and the engine shut off. The back up battery was faulty and only lasted a minute or two. Even though I was now on short final (maybe 300' AGL) I quickly learned that the sink rate without the engine running was so great that I was not going to make the runway. The options were to continue straight towards the runway and sink into the mature trees on the end of it or deviate off at about a 45 degree angle to my right and aim for a small opening in the trees. I chose going to the right, as I maneuvered the plane to the right aiming for the clearing I could feel how mushy it was flying right at the edge of stall even with the nose pointed aggressively down. I snaked my way around a few larger trees hearing the tops of the smaller trees slapping my landing gear as I aimed for the clearing. Just as I was about to make the clearing my right wing clipped one of the last trees on the edge of the clearing spinning me around in a nose down and belly first attitude into the tree next to it and that's where I came to a stop. The plane was hanging in the tree pointed straight down. I climbed out of the plane and down the tree to the ground unharmed.

Dave TerHaar

President



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