

Mark Ward  
Aviation Accident Investigator  
Office of Aviation Safety - Alaska Region

**Date:** April 24, 2024  
**Subject:** ANC24FA029 Conversation with Alan Cruce  
**Contact:** Alan Cruce Director of Operations Alaska Air Fuel Inc.

Summary of a conversation with Alan Cruce during the engine examination.

Mr. Cruce said that there was a fuel leak in the outboard fuel tank on the left wing, near the number one engine. A repair had been made the day before the flight up to Fairbanks, but the repair did not fix the leak. The owner John was very unhappy with the repair. The fuel tank only leaked when it was full of fuel. When the fuel tank was full it leaked fuel at a rate of about 10 to 20 drops of fuel per minute. He later said the rate to 5 to 10 drops per minute. During the factual review he said the rate to 5 to 10 drops per hour). The fuel would leak into a space behind the engine and drip just out of the wing behind the number one engine. The airplane sat for several days with full fuel tanks before the accident flight dripping fuel into the wing space behind the number one engine.

During the factual review, Mr. Cruce added additional information about the feather pump system.

The feather pump system is operated by a magnetically held push button in the cockpit. The holding magnet releases once 1200 psi of back pressure is sensed on the oil line going to the propeller governor.

The entire top portion of the left wing that was an integral part of the No.1 main fuel tank separated from the aircraft during the white flash taking with it aileron cables and bell cranks. This wreckage was recovered a substantial distance from the impact site.

Mitchell Rasmussen  
Air Safety Investigator  
AS-ANC

**Date:** April 24, 2024  
**Subject:** ANC24FA029, Eyewitness Interview  
**Contact:** Michael Emers

The witness stated that he was working inside of a building on the property of Rosie Creek Farm. The location is about 7 miles southwest of Fairbanks International Airport and about ¼ mile northwest of the accident site.

The witness stated that, on the morning of the accident, April 23, 2024, about 1000 AKDT, he heard a big boom which directed his attention out of a nearby window where he then saw the accident airplane with one of its engines on fire. He estimated that the airplane was flying low, at an altitude of 100 to 150 feet above the ground. The airplane passed out of the witness's field of view and the witness then stated that he heard a second boom, which he attributed to the airplane impacting the ground. He then noted that he had heard two more big explosions several minutes after the crash.

The witness stated that he was in possession of video evidence of the accident sequence recorded on security cameras from several different angles. He believed that the airplane was flying over the river and that he saw the left inboard engine, closest to the fuselage, on fire. The airplane passed out of view, and he then heard a second explosion which he attributed to the impact. He then heard an additional two explosions, several minutes later, that shook the building he was occupying. The witness also stated that he spoke with a neighbor, that lives about a half mile away from the farm, who said the plane was on fire as it passed over their house prior to the first explosion.

After giving his statement, the witness provided copies of his security camera footage that featured the accident airplane and the location of the cameras on the property and the angle of view for the respective cameras.

**From:** [Stacia Joyce](#)  
**To:** [Mark Ward](#)  
**Subject:** Fwd: Tuesday April 23 plane crash  
**Date:** Friday, April 26, 2024 11:54:45 AM

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**From:** michael sterling [REDACTED]  
**Sent:** Friday, April 26, 2024 11:19 AM  
**To:** Stacia Joyce [REDACTED]  
**Subject:** Tuesday April 23 plane crash

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Stacia,

As per our phone conversation here is my statement;

On Tuesday, April 23 at 10:00 AM I watched a four engine plane fly over my house on Kallenberg road. I live about a half mile from the river and was outside on my deck so had a good view. I noticed, as the plane was flying to the west over my house, that the far left engine was not working as the props were turning slowly, as if the momentum of the aircraft flying was what was turning the props of that engine. I also noticed a small, white plume of smoke coming from that engine. Just as soon as I noticed the plane and non working engine the plane started to turn to the south and at that point I noticed the engine was on fire. The plane went behind some trees here on my property and when I could see it again the engine fire was much larger. The plane had done a 180 turn at this point and was obviously heading back the same direction it had come from. It had lost a lot of elevation and I lost visual of it from the trees below my house. I was thinking it was near the river and close to my neighbors, Mike Emers. I then heard an explosion and then no sound of the engines as I'd been hearing. Very shortly after that, a few seconds only, there as a loud explosion and then a plume of black smoke rose from its impact.

I hope this is clear enough and if any questions, please feel free to contact me.  
Mike Sterling

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