

Mark Ward
Aviation Accident Investigator
AS-ANC

Date: 6/26/2024
Subject: ANC24LA049 Passenger interview
Contact: Sean Killeen (passenger)

Summary of a phone conversation with Sean Killeen.

This was a return flight from a day of fishing. The pilot made numerous circles before takeoff doing safety checks. Moving the flaps up and down repeatedly. Shortly after takeoff the pilot made a hard left turn. The airplane was nearly on its side in the turn. He remembers thinking the airplane was very low and too low for such a steep turn. Next thing he sees is the trees and then the impact. There were no unusual smells, sounds or noises. The engine sounded the same from takeoff up until impact with the trees. No change in engine noise. After impact he could smell fuel and saw a fluid leaking from inside the wing down the door frame. He stressed again that there was "definitely no change in engine pitch" (noise). There was no warning from the pilot, no brace yourself, no indication there was a problem. The turn felt like "an extreme maneuver," with the airplane in a "near vertical attitude," it was a very "strange turn."

All day after the accident, the pilot kept asking, "did you hear the pitch change in the engine?" Everyone kept saying "no". He found it odd the pilot kept asking the same question repeatedly.

On the flight out in the morning, in the same airplane, his seat was not secured to the aircraft. The seat was not properly installed. He voiced his concerns to the pilot and the pilot fixed the seat. Had the accident happened on the flight out he would not have survived as the seat was not secured. Definite neglect in the company's attitude towards safety.



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Date: 6/26/2024
Subject: ANC24LA049 Passenger interview
Contact: Joe Beardmore (passenger)

Summary of a phone conversation with Joe Beardmore.

This was a fishing trip. The airplane took off from the lake, the nose of the airplane seemed high. Mr. Beardmore has limited small airplane experience. All he could see looking forward was the snow on top of the mountains. The engine seemed "incredibly loud." The engine noise was the same from takeoff to impact with the trees. After takeoff the airplane banked left, and he had a feeling that it felt like the airplane was going to crash. After impact he feared, the airplane was going to catch on fire. He crawled out of the wreckage and fainted/passed out. He sustained a fractured pelvis, damage to both eyes and PTSD. He is very limited in his movements now. There were no unusual smells, sounds or noises before the accident. He was sitting in the last row on the left side of the airplane next to his son-in-law. He is concerned the pilot was flying passengers the very next day.

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Date: 6/24/2024
Subject: ANC24LA049 Witness interview
Contact: Rolf Grun - Passenger

Summary of a phone conversation with Rolf Grun.

Rolf Grun was sitting in the middle row on the left side of the airplane. He said the pilot made a joke about the airplane being too heavy and everyone needed to lift their feet off the floor to reduce the weight of the airplane so the airplane could takeoff. They departed from Kijik Lake and after takeoff the airplane did not seem like it was climbing as fast as it should have been. As they were flying towards the pass the pilot banked the airplane left away from the pass with about a 15-degree turn. Then a very hard bank with an increase in engine power. There was about five seconds between the increase in engine power to impact with the ground. Mr. Grun never heard the engine quit. There were no abnormal engine noises, sounds or smells. After impact the pilot repeatedly asked the passengers if they saw the manifold pressure drop, and did you hear the engine quit? The repeated questions seemed odd to him. After the impact Mr. Grun could smell fuel leaking from the airplane. They hiked for three hours to get to a location for rescue. The airplane was loaded with typical fishing gear, everyone had a small backpack, (around 10-15lbs each) and there was a total of six people on board. He was unaware if the pilot had additional gear in the airplane. The fishing guide was sitting in the co-pilot seat. Mr. Grun and his nephew were in the middle seat and the two gentlemen from Ireland were sitting in the back row of seats.