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Dated: April 20, 2015

To: Mr. Shaun Williams, NTSB

Statement of weather conditions on Anchorage to Tatitlek flight on April 14, 2015

Aircraft: 1970 PA-31 N16SC operated by Reeve Air Alaska, LLC  
Piloted by Michael L Reeve, ATP [REDACTED]  
Flight operated Part 135 VFR Over-the-Top PANC – 7KA

Prior to departure from PANC I had determined that the weather on the east end of Turnagain Arm, through Portage Valley, Whittier and out beyond the coastal islands were well below VFR minimums due to weather reports from Portage, Whittier and the Middleton Island Doppler Radar. I requested a VFR Chickaloon Departure from Anchorage Clearance. The ANC area weather was VFR but I could observe clouds to the east over the Chugach Mountains. Checking in with Anchorage Departure, I requested a turn east up Turnagain Arm and a climb to 7500 feet. At some point east of the radar coverage area I was told to squawk 1200.

I proceeded to climb to 9500 feet until I was comfortably “On-Top” for the crossing of the weather ahead. Eastbound along my route I had a head wind of 25-30 knots. In flight visibility was estimated to vary between 1 and 10 miles. The sun shone brightly on my wings. The visibility was only restricted by suspended ice crystals. These ice crystals could be observed in the reflection of the sun. There was no airframe icing. The temperature was around zero degrees F. Negative turbulence. Not even mountain wave.

Prior to descent, I observed a slight ice build-up on the inboard side of my left engine cowl coming from the seam between the top and bottom halves. This is caused by a build-up of ice/snow in the area around the engine air filter. Engine heat thaws the ice then trickles out of the cowl to refreeze in the OAT. A heavy build-up of induction ice causes a drop in the manifold pressure setting as air is restricted. No drop in the manifold pressure was observed, just a refreeze on the outside of the cowl. Considering the length of time I was in the suspended ice crystals (about 30 minutes) and the size of my air filter, I would consider these conditions to be light induction icing conditions.

My Spidertrack routing for this flight is available to the public at [www.reeveairalaska.com](http://www.reeveairalaska.com)

*Michael L Reeve*