



Mark Ward
Aviation Accident Investigator
AS-ANC

Date: November 11,2022
Subject: ANC23FA004
Contact: Junior Daniel - friend of the pilot

Summary of a phone conversation with Junior Daniel.

He had talked to the pilot that witness the accident. It was a planned flight of two airplanes. The second airplane was flying just above and behind the accident airplane and saw the airplane hit the cable that crossed over the river. The accident airplane had no flight control or engine issues that was causing him to fly low. The airplane was running great, and they were flying low for fun and enjoyment. Junior said he had almost hit the cable himself on a flight flying low in the valley. The cable was very hard to see.

Millicent Hill
Aviation Accident Investigator
Office of Aviation Safety

Date: November 18, 2022

Subject: ANC23FA004

Contact: Junior Daniel

Mr. Daniel stated he was a friend of the pilot and that the pilot had purchased the airplane in the spring of 2022. The day of the accident, the pilot planned to fly his Piper PA-18 in the local area with another pilot in a Cessna 172. They departed Wolf Lake, Alaska, and flew for about 40 minutes. According to Mr. Daniel the pilot in the Cessna 172 called and told him he was flying above and behind the PA-18 when he saw it strike the cable. The PA-18 was flying about 30 to 35 ft above the water, about the treetop height when it struck the cable.

Mr. Daniel stated he had nearly struck the cable multiple times himself. It was a 1-inch cable, and it was hard to see. He had told the accident pilot about the cable but had never shown him on a map where it was located.



Millicent Hill
Aviation Accident Investigator
Office of Aviation Safety

Date: May 22, 2023

Subject: ANC23FA004

Contact: Garrett Wolf - Statement of property owner

Mr. Wolf stated that the cable over the Matanuska River was installed in the late 1940's. The cable was the only way to reach the land and houses on the other side of the river. The cable was not marked in any way and was suspended about 30 ft above the river. It had been charted on Federal Aviation Administration maps but was removed from the maps in 2019.

From: [Grosof Erik](#)
To: [Ward Mark](#)
Subject: Fw: Chickaloon Plane Crash 11/10/22
Date: Friday, November 11, 2022 6:10:19 AM

Hi Mark-FYI from the witness email

Regards,
Erik

Erik R Grosof
Chief-Special Operations Division
NTSB HQ-DC

From: Brady Robinson [REDACTED]
Sent: Thursday, November 10, 2022 22:43
To: eyewitnessreport <eyewitnessreport@ntsb.gov>
Subject: Chickaloon Plane Crash 11/10/22

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To whom it May Concern,

My name is Brady Robinson.

I was parked at a pull off just south of the Chickaloon turn off on the Glenn highway at about 12:30 pm 11/10/22. I heard a noise that made me think of a Jake Brake on a semi. I checked the right mirror and didn't see anything then checked my left mirror. That is when I saw a small, red, single engine plane flying just at the top of the river. There was a second plane directly above the plane on the water maybe 100' above tree top level.

From my point of view, it appeared the plane on the water, elevated with the left wing higher than the right wing and cleared the bank of the river and out of sight like it was heading up the road.

A short time later I saw a plane circling the area. Later still, emergency trucks passing my location in both directions. And then a helicopter showed up.

Once I departed south, towards Palmer, at about 1pm, I saw the troopers and fire truck about a mile or less from where I first saw the plane on the water.

I do not know if the plane I saw on the water is the plane that crashed. Honestly, I wouldn't be surprised if it is. It's amazing there wasn't a midair collision with the other plane.

Feel free to call if you have questions or need clarification.

[REDACTED] Leave a message if I don't answer. I'll call you back.

Thanks

Brady



Mark Ward
Aviation Accident Investigator
AS-ANC

Date: November 06, 2023
Subject: ANC23FA004
Contact: Rob Peelon - Pilot that witnessed the accident.

Multiple attempts to talk to Mr. Peelon have been unsuccessful and he has not returned calls to talk about the accident.