



RECORD OF CONVERSATION

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Date: November 16, 2018
Persons Contacted: Joe Braunwarth, pilot
NTSB Accident Number: ANC18FA036 N7061W PA-28

Narrative: Mr. Braunwarth flew from Anchorage to Valdez on May 12, 2018 and had information about the weather in the area of the accident. He was interviewed by telephone. This is a summary of his statements.

Mr. Braunwarth is a certified flight instructor who flies for Angel Aviation. He had about 1,400 hours of total time. On the day of the accident he was flying to Valdez with his family onboard a Piper Seneca. The recorded GPS that he had indicated a 1020 takeoff. He said that the weather in Anchorage was good, but as flew over Turnagain Arm it became cloudier. When he approached the Portage Pass area about 1040, he noted clouds at 3,000 ft, a layer at 5,000 ft and large “puffy” clouds with 8 to 10,000 ft tops. There were some holes in the broken layers, but no turbulence or icing. Mountain tops were obscured by clouds.

He heard a radio transmission on the area common frequency by a Cherokee (no tail number) saying, “Has anyone made it to Valdez today? I’m east of the lake at 4,000 ft.” Mr. Braunwarth found that hard to believe because there were so many layers of clouds at that altitude. He asked the Cherokee again how high he was, but he received no answer.

Mr. Braunwarth found a clear area to climb up southeast of the lake and he climbed up above the clouds to 6,500. He said, “hey Cherokee, follow me up through this clear area,” but he only heard static on the frequency and assumed that the Cherokee was too low to communicate. He attempted to call the Cherokee again, but heard no response and then picked up an IFR clearance to Valdez. He did not hear the Cherokee after that.

Mr. Braunwarth provided GPS data from his flight that day. Figure 1 depicts the track he flew. The data could not be correlated to the exact time frame. It is possible it was not recording time in the local time zone.

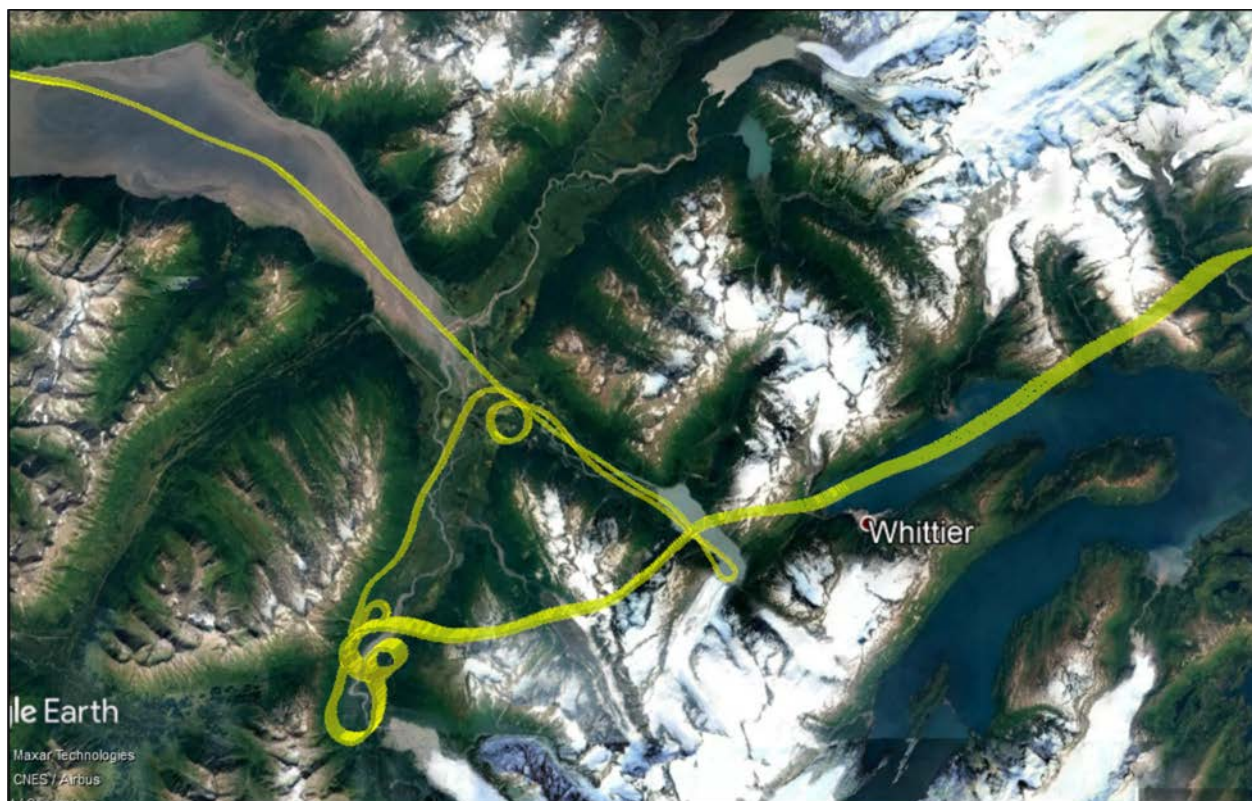


Figure 1. GPS track of flight from Anchorage to Valdez.