

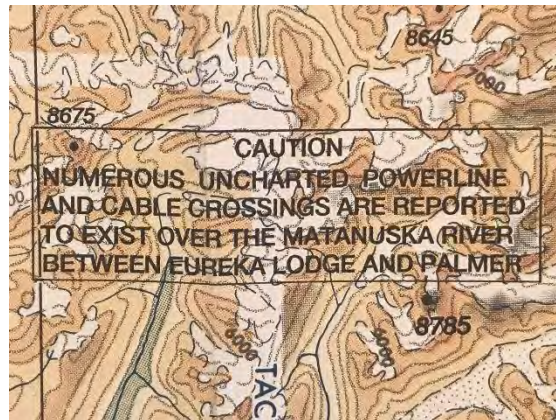
AASF Safety Spot by Marshall Severson, November 2022

You may have become aware of news of the early November 2022 fatal collision with a cable suffered by a cub pilot over the Matanuska River.

Media and NTSB preliminary coverage included information that the cable was not charted and that it was estimated the airplane encountered the cable at about 30 feet over the river.

Regardless of what caused the pilot to be at the altitude and location which resulted in such a grievous situation, it is concerning that there did not appear to be any aeronautical information regarding the cable.

This was not always the case. For decades, a cautionary warning was published on the Anchorage Sectional and the World Aeronautical Chart (WAC) for the area (before WACs were eliminated). It stated as shown here:



While there is doubtless discussion regarding lack of charting, what can you do today to help eliminate such risk? Assuming you have done your best to comply with preflight preparation in accordance with FAR 91-103, you may wish to reach out to other pilots or organizations and seek local knowledge or give it when you encounter pilots contemplating flights along the Matanuska or any area you are familiar with that has special considerations not charted, as well as via contact with FAA entities who may be of assistance with correcting, adding or deleting published data. Good contacts include Flight Service as well as FAAST team and FSDO as appropriate to the situation. Here is a direct link to FAA Aeronautical Information Services:

https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/

While not directly related to the few facts known of this accident, it can be mentioned that sometimes a personal practice of flying a pass in good weather at a relatively low altitude in preparation for potential low weather conditions can be a valuable exercise, but that could be questioned if your pass is a relatively civilized route with manmade obstructions, charted or not! Know and follow FAR 91.119 minimum safe altitude operating requirements, there's a reason they exist: everyone's safety!

<https://www.govinfo.gov/content/pkg/CFR-2011-title14-vol2/pdf/CFR-2011-title14-vol2-sec91-119.pdf>

Don't forget the **FALL SAFETY SEMINAR**, December 3rd, UAA ATD 2811 Merrill Fld. Dr., 0800 – 1300