

Scholes International Airport (KGLS) Galveston, Texas

Weather at the time N978RH departed 2TE1 at 1404:

KGLS 061952Z (1352 CST) 16017KT 10SM CLR 23/19 A2998

Weather conditions when N978RH landed on the Eagle Vancouver at 1457:

KGLS 062052Z (1452 CST) 16014KT 10SM CLR 23/19 A2995

Weather observed when N978RH was scheduled to depart the Eagle Vancouver at 1600:

KGLS 062152Z (1552 CST) 16014KT 9SM BKN037 22/20 A2994

Weather observed about the time of official sunset at 1802:

KGLS 062352Z (1752 CST) 15013KT 5SM BR SCT003 BKN014 21/19 A2991

NTSB's meteorologist obtained an even closer observation:

SPECI KGLS 062359Z (1759 CST) 14014KT 5SM BR BKN003 OVC014 21/19 A2991 RMK

Weather observed right after N978RH departed the Eagle Vancouver at 1837:

KGLS 070147Z (1847) AUTO 14014KT 2 1/2SM BR OVC003 20/19 A2991

Weather observed just before the accident (1909):

KGLS 070052Z (1852 CST) 16009KT 5SM BR OVC004 20/19 A2995

Weather observed after the accident (1947):

KGLS 070147Z (1947 CST) 14014KT 2 1/2M BR OVC003 20/19 A2991

The weather radar did not pick up any precipitation around the accident time.

The weather satellite didn't pick up anything substantial around the accident time because the sun had set and there were mid/high level clouds over top the lower clouds.

AIRMETs that were valid well before the accident time from 0000, 0100, and 0200 UT+C.

The TAF for KGLS also predicted IFR conditions with overcast ceiling at 400 feet agl from 1906 CST forecast... but 1726 CST forecast warned of IFR conditions by 2000 CST. Forecast before 1726 CST also forecast IFR ceiling by 2000 CST too.