

Suffern Paul

From: [REDACTED]
Sent: Wednesday, January 17, 2018 3:28 PM
To: [REDACTED]
Subject: Fwd: question about GFA cloud/surface grids

FYI...

Let me know if you need more info or want to set up a call to discuss with AWC folks.

Lora

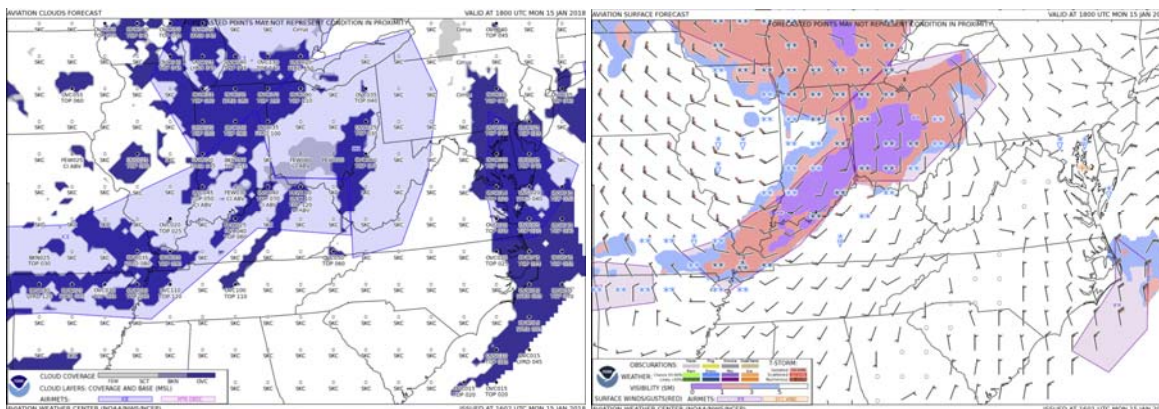
----- Forwarded message -----

From: [REDACTED]
Date: Wed, Jan 17, 2018 at 3:25 PM
Subject: Re: question about GFA cloud/surface grids
To: [REDACTED]
Cc: [REDACTED]

Hi Lora,

I just got around to looking at those surface and cloud forecasts from 1/15/18 over northwest OH. They are automated forecasts with no human intervention (except for the IFR and Icing AIRMET overlays) with the Clouds forecast coverage, bases, and tops based on the RAP model and then the Flight Category/Ceiling/Visibility data based on the LAMP.

The data I looked at shows there was an Icing AIRMET and IFR AIRMET over the area from 15-18z. The LAMP Visibility was consistent with low visibilities ranging from 0-3 miles forecast across the area. The RAP clouds were a little slow to bring the OVC conditions into the area. However, the 3 hour forecast of the 15z run (valid at 18z) definitely shows OVC conditions throughout northwest OH. This combined with the IFR and Icing AIRMETs should have pointed to the perilous conditions.



If you, Paul, and Jennifer was to discuss this with us in more detail, we can set up a conference call.

Thanks,
Deb

On Wed, Jan 17, 2018 at 7:42 AM, [REDACTED]:

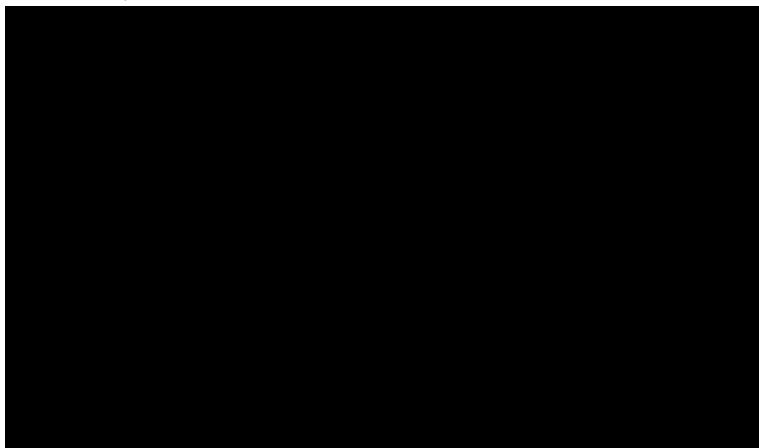
Hey Deb!

NTSB is curious about some differences between the GFA aviation surface and cloud forecasts for Monday for an aviation mishap they picked up near Perrysville, OH from Monday. Paul indicated that usually these match up really well, but the instances on Monday are substantially different.

Could you take a look at his email below and let me know your thoughts so I can pass along?

Let me know if you need more info!

Thanks,



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From: [REDACTED]
Date: Tue, Jan 16, 2018 at 2:05 PM
Subject: question about GFA cloud/surface grids
To: [REDACTED]
Cc: [REDACTED]

Hi Lora,

Hope your week is going well... so Jennifer and I picked up a case near Perrysville, Ohio from Monday. Looks like helicopter in some weather. We pulled the GFA aviation surface and cloud forecast for the time frame. They are really different. Normally, things match up pretty well, but in this case they are really far apart. Could we have a POC from the AWC on how these products are produced and how the differences could be so large? When I've been grabbing them

so far, these 2 fields have matched up nicely for the most part, but in this case it is really different. Is there any human intervention with these grids or all RAP/HRRR based? Thanks,

Paul

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