



MEMORANDUM FOR RECORD

Mitchell Gallo
Aviation Accident Investigator
Central Region

Meteorological Information
NTSB Accident Number: CEN20LA354

At 1945, the National Weather Service (NWS) Aviation Weather Center issued an Airmen's Meteorological Information (AIRMET) SIERRA advisory for instrument flight rule (IFR) conditions in mist and fog, ceilings below 1,000 ft., visibility below 3 sm due to mist/fog, for an area that included the accident location. This AIRMET was valid at the accident time.

At 1956, the NWS Weather Forecast Office in Duluth, Minnesota, issued an Aviation Forecast Discussion (AFD) that included a synopsis and forecast for aviation-specific weather for the region. The "Aviation section of that AFD, which was originally issued at 1645, stated:

Mainly VFR conditions were in place around the terminals this evening aside from low IFR conditions at DLH. A back door cold front was sliding to the southwest and moved through the Twin Ports late this afternoon, allowing the marine layer to move inland and bring low IFR ceilings and visibilities to DLH. Expect this activity to oscillate over the next few hours as waves of cloud cover move up over the hill. Heading into the overnight hours, temperatures are expected to cool and with a moist airmass in place, this will lead to the development of fog at all the terminals. Expecting IFR or low IFR ceilings and visibilities to affect DLH (Duluth, Minnesota), INL (International Falls, Minnesota), HIB (Hibbing, Minnesota) and HYR (Hayward, Wisconsin) in the hours around sunrise with marginal visual flight rules (VFR) conditions before then. Periods of very low IFR conditions cannot be ruled out as well. Have added a period of marginal VFR visibilities at BRD (Brainerd, Minnesota), but they could go even lower if temperatures are able to cool more than expected overnight. Improving conditions to VFR are expected by mid to late morning, although the lower ceilings may stick around a bit longer. Chances for showers and a few thunderstorms will arrive during the afternoon hours, but the best chances look to hold off until very late in the period or into the next period, so have held off mention at this point and have focused on the tonight's fog potential.

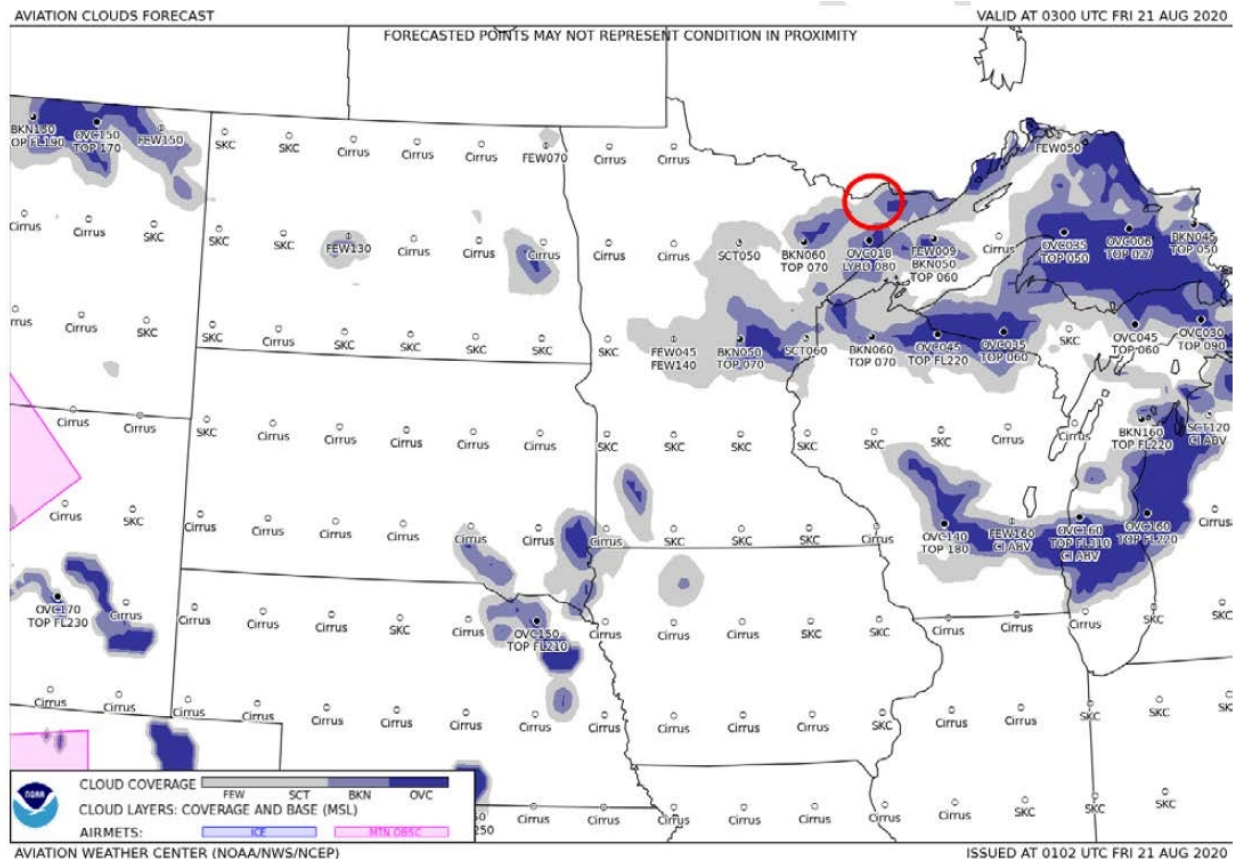


Figure 1 – Graphical Forecasts for Aviation (GFA) forecast imagery depicted sky condition and icing and mountain obscuration Graphical - AIRMETs. Issued about 2000 and valid for 2200. This GFA forecast imagery depicted few or scattered to broken sky conditions near the accident site with a point to the south of the accident site identifying overcast clouds at 1,800 ft above ground level (agl) and layered to 8,000 ft agl. The accident location is located within the red circle.

The ELO Automated Weather Observing System recorded at 2335: visibility - 10 statute miles, ceiling - broken at 700 ft agl, temperature and dewpoint - both 16 degrees Celsius.

Mitchell Gallo