

Specialist's Factual Report – Attachment 3

Summary of an interview with the F46 AWOS technician.

METEOROLOGY

CEN21LA055

*Submitted by: Mike Richards
NTSB, AS-30*

Interviewee: Mr. Rosendo Rosalez
Date / Time: November 30, 2020 / about 1315 central standard time
Location: Telephone
Present: Mr. Shaun Williams - National Transportation Safety Board
Investigator: Mr. Mike Richards – National Transportation Safety Board

During the interview Mr. Rosalez stated the following:

He worked for DBT Transportation as a Field Engineer and had 10 years of experience working on AWOSs. On November 13, 2020, he inspected the F46 AWOS (which was an AWOS III P/T) after receiving a request by the F46 airport manager who indicated that they thought the wind reporting may be off. Upon inspection he found the AWOS crossarm was misaligned, which caused the AWOS to report an unrepresentative wind direction. The representativeness of the wind magnitude reports was not affected. He estimated from memory that the reported wind direction had been different from the actual wind direction by 30 to 40 degrees to the west (i.e., if the actual wind was from 180 degrees, the AWOS was reporting the wind to have been from 210 or 220 degrees). The crossarm misalignment appeared to have occurred because a mounting screw had fallen out. It is not known how long the AWOS had been reporting an unrepresentative wind prior to his inspection on November 13, 2020. He realigned the equipment so that the AWOS was reporting a representative wind prior to his departure from F46.

Interview concluded at about 1330 central standard time.

Mike Richards
Senior Meteorologist
Operational Factors Division (AS-30)
National Transportation Safety Board
Washington, DC 20594-2000