

Prepared by

NATIONAL TRANSPORTATION SAFETY BOARD
Office of Aviation Safety (AS-30)
Air Traffic Investigations

NTSB Investigation Number
CEN21LA107

N325GC - Flight Track



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ACCIDENT SITE

- 1** 0930:53 CST // 1,500 ft msl // 110 kts // H234
- 2** 0931:07 CST // 1,425 ft msl // 107 kts // H238
- 3** 0931:19 CST // 1,325 ft msl // 98 kts // H239
- 4** 0931:31 CST // 1,250 ft msl // 106 kts // H233
- 5** 0931:41 CST // 1,100 ft msl // 105 kts // H234
- 6** 0931:48 CST // 1,125 ft msl // 100 kts // H244
- 7** 0931:55 CST // 1,075 ft msl // 100 kts // H250
- 8** 0932:01 CST // 1,000 ft msl // 100 kts // H257
- 9** 0932:07 CST // 900 ft msl // 95 kts // H262
- 10** 0932:13 CST // 900 ft msl // 88 kts // H266
- 11** 0932:19 CST // 900 ft msl // 86 kts // H268
- 12** 0932:26 CST // 850 ft msl // 90 kts // H277
- 13** 0932:52 CST // 775 ft msl // 76 kts // H267
- 14** 0932:56 CST // 725 ft msl // 77 kts // H254

CEN21LA107 – Weather Data

Accident Date: 01/04/2021

Accident Time: 0933 CST

Accident Location: Cash, AR (35.7068N, -90.94503W)

Synoptic Conditions - the south central section of the NWS Surface Analysis for 0900 CST (1500Z) is included as figure 1 with the approximate accident site marked by a red star. The chart depicted a low pressure system at 1017-hectopascals (hPa) associated with a frontal wave over the Missouri Bootheel, with a cold front extending southwestward and in the immediate vicinity of the accident site. The chart depicted a relatively weak pressure gradient over the region with winds of 5 knots or less over the region.

Observations - the area was documented using NWS METeorological Aerodrome Reports (METARs) and SPECIals (SPECI) reports. The area reported a magnetic variation of 0° E based on the latest sectional chart for the region. The cloud heights are reported in feet above ground level (agl) in the following section, and temperatures in degrees Celsius (C).

The closest official weather reporting facility was located at Newport Municipal Airport (KM19), Newport, Arkansas, approximately 12 miles west-southwest from the accident site and 28 miles from the departure airport (KJBR) at an elevation of 239 ft. The airport had an Automated Weather Observation System (AWOS) which was not augmented by any human observer. The following observations were reported between approximately 0800 CST through

METAR KM19 041356Z AUTO 29003KT 3/4SM BR CLR 01/00 A3005 RMK AO2 SLP176 T00060000=
SPECI KM19 041400Z AUTO 28003KT 1 1/4SM BR CLR 01/00 A3005 RMK AO2 VIS 1/2V5=
SPECI KM19 041403Z AUTO 28003KT 3/4SM BR VV001 01/00 A3005 RMK AO2 VIS 1/4V5=
SPECI KM19 041411Z AUTO 00000KT 1SM BR VV002 01/01 A3005 RMK AO2 VIS 1/4V3=
SPECI KM19 041418Z AUTO 34003KT 2SM BR SCT002 01/01 A3005 RMK AO2 VIS 1V3=
SPECI KM19 041422Z AUTO 34003KT 1SM BR VV002 01/01 A3005 RMK AO2 VIS 1/2V3=
SPECI KM19 041431Z AUTO 33004KT 2 1/2SM BR SCT002 02/02 A3006 RMK AO2=
SPECI KM19 041438Z AUTO 33003KT 5SM BR SCT002 02/02 A3006 RMK AO2=
METAR KM19 041456Z AUTO 00000KT 5SM BR SCT002 03/03 A3006 RMK AO2 SLP179 T00280028 53009=
SPECI KM19 041500Z AUTO 00000KT 2 1/2SM BR BKN002 03/03 A3006 RMK AO2=
SPECI KM19 041503Z AUTO 35003KT 1SM BR BKN002 03/03 A3006 RMK AO2=
SPECI KM19 041508Z AUTO 32003KT 1/2SM FG BKN002 03/02 A3007 RMK AO2=
Accident 1533Z
SPECI KM19 041549Z AUTO 06003KT 1/4SM FG OVC002 04/04 A3007 RMK AO2=
METAR KM19 041556Z AUTO 00000KT 1/4SM -RA FG OVC002 04/04 A3006 RMK AO2 RAB55 SLP180 P0000
T00390039=
SPECI KM19 041609Z AUTO 00000KT 3/4SM -RA BR OVC002 03/03 A3006 RMK AO2 P0000=
SPECI KM19 041612Z AUTO 00000KT 1 1/4SM -RA BR OVC002 04/03 A3006 RMK AO2 VIS 3/4V2 1/2 P0000=
SPECI KM19 041625Z AUTO 30003KT 3SM -RA BR OVC002 04/04 A3007 RMK AO2 P0000=
METAR KM19 041656Z AUTO 36003KT 10SM BKN002 04/04 A3005 RMK AO2 RAE27 CIG 001V004 SLP176
P0000 T00440039=

At the time of the accident the following conditions were being reported:

KM19 reported at 0949 CST, automated, wind from 060° at 3 knots, visibility 1/4 statute mile in fog, ceiling overcast at 200 ft agl, temperature and dew point 4° C, altimeter 30.07 inches of mercury ("Hg). Remarks: automated reporting station with a precipitation discriminator.

The accident airplane departed from Jonesboro Municipal Airport (KJBR), Jonesboro, AR, at approximately 0927 CST, which was located approximately 16 miles east-northeast of the accident site. The airport had an Automated Surface Observation System (ASOS) and reported the following conditions surrounding the period.

*METAR KJBR 041353Z AUTO 0000KT 3SM BR CLR 01/00 A3004 RMK AO2 SLP173 T00110000 TSNO \$=
METAR KJBR 041453Z AUTO 0000KT 6SM BR CLR 04/03 A3006 RMK AO2 SLP181 T00390028 53015 TSNO \$=
Accident 1533Z*

*METAR KJBR 041553Z AMETAR KJBR 041653Z AUTO VRB03KT 10SM CLR 08/04 A3004 RMK AO2 SLP171 T00830039
TSNO \$=*

*METAR KJBR 041753Z AUTO 25005KT 9SM CLR 09/04 A3002 RMK AO2 SLP166 T00940044 10094 21006 58013
TSNO \$=*

METAR KJBR 041853Z AUTO 27006KT 9SM CLR 09/04 A3001 RMK AO2 SLP160 T00940044 TSNO \$=

At the time of departure KJBR reported calm wind, visibility 6 miles in mist, with clear skies below 12,000 ft, with the temperature 4° C, and a dew point of 3° C.

The NWS Aviation Weather Center's METAR display for 0945 CST is included as figure 2 and depicted general VFR conditions prevailing over the route with a local area of LIFR conditions over KM19 in the immediate vicinity of the accident site.

Pilot Reports - A search of pilot reports or PIREPs within 100 miles of JBR below 18,000 ft resulted in no reports valid for the period in the vicinity of the accident site.

NWS Forecasts - the closest Terminal Aerodrome Forecast (TAF) to the accident site was issued for the departure airport and was as follows.

TAF KJBR 041137Z 0412/0512 0000KT P6SM SKC

FM041300 VRB03KT 5SM BR FEW005

FM041800 25005KT P6SM SCT150

FM042100 28006KT P6SM BKN120

FM050100 30006KT P6SM SKC

FM051100 34005KT P6SM BKN250=

Satellite imagery - The GOES-16 infrared and visible imagery were examined at the time of the accident. Figure 3 is the GOES-16 visible image for 0931 CST at normal magnification with the fronts overlaid from 0900 CST. The satellite image depicted some high cirriform clouds over KJBR with clear skies over the accident site. Low stratiform clouds and fog extended over KM19 and was located immediately west of the accident site.

Sounding - a High-Resolution Rapid Refresh (HRRR) numerical model sounding was generated from archive data from the NOAA Air Research Laboratory and plotted on a standard Skew T log P diagram utilizing RAOB software for 0900 CST over the accident site. The sounding is included as figure 4 from

the surface through 400-hPa or approximately 24,000 ft. The HRRR sounding depicted a near surface temperature and dew point of 1° C with 100% relative humidity and supported low visibility in fog at the surface. The sounding depicted a surface based temperature inversion to approximately 1,650 ft msl. The sounding was stable with a Lifted index of 23.4 and supported low stratiform clouds. The freezing level was identified at approximately 7,000 ft msl, with no structural icing indicated. The wind profile indicated light surface winds with winds from the west with height. The sounding did not identify any significant turbulence below 18,000 ft.

NWS Inflight Weather Advisories - The NWS AWC had a Graphic-AIRMET Sierra current for IFR conditions over the route of flight. There were no SIGMETs, Convective SIGMETs, or Center Weather Advisories (CWA) current for the route of flight.

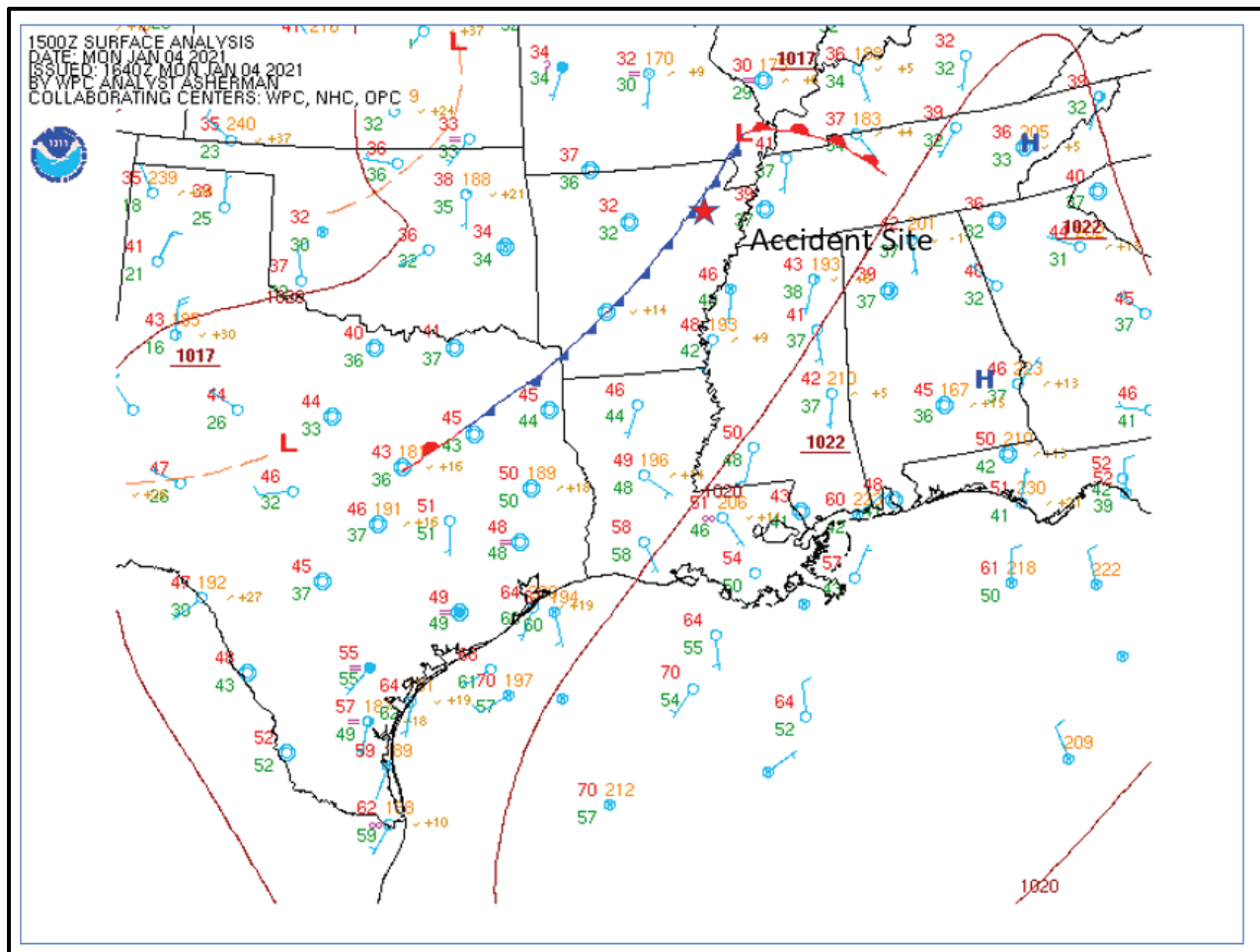
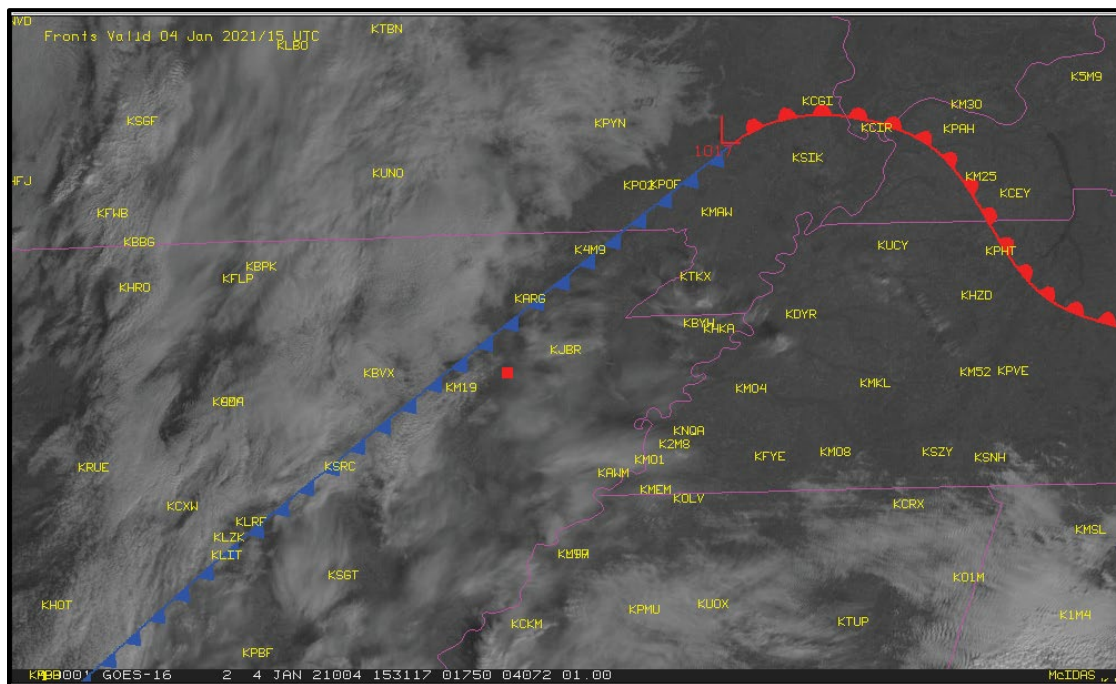
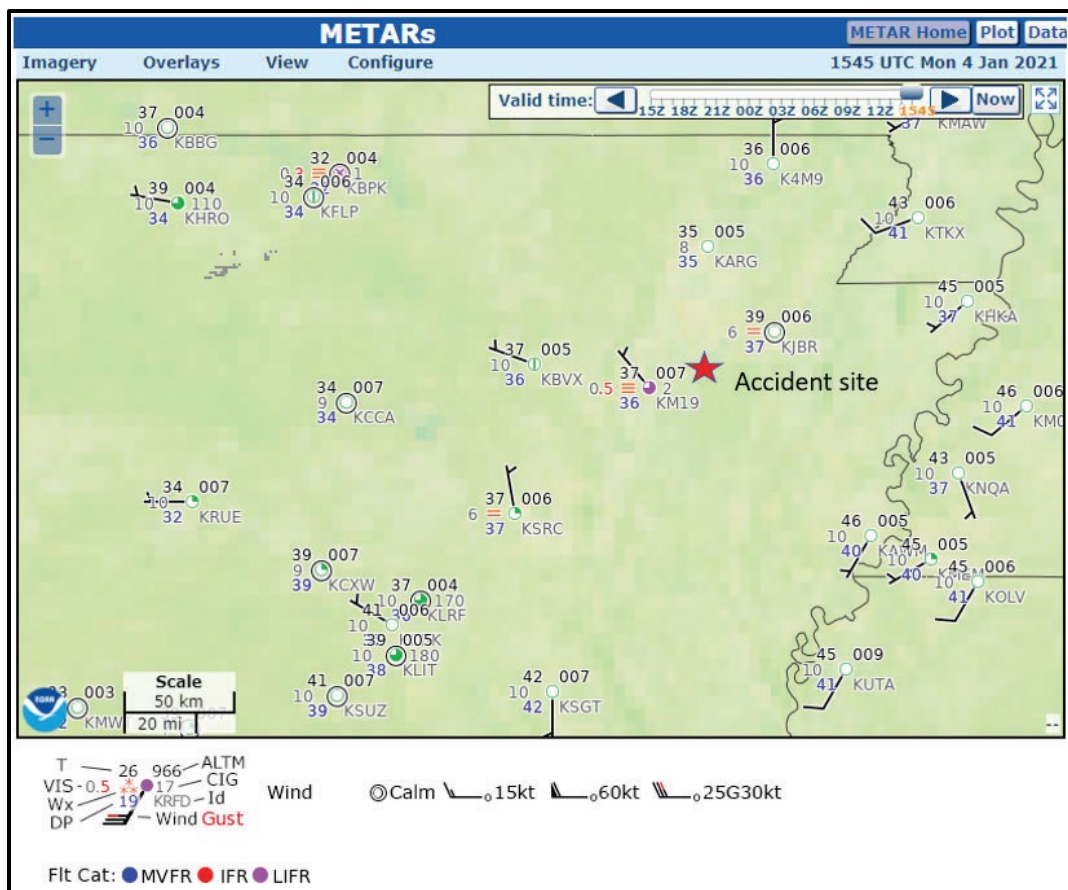


Figure 1.



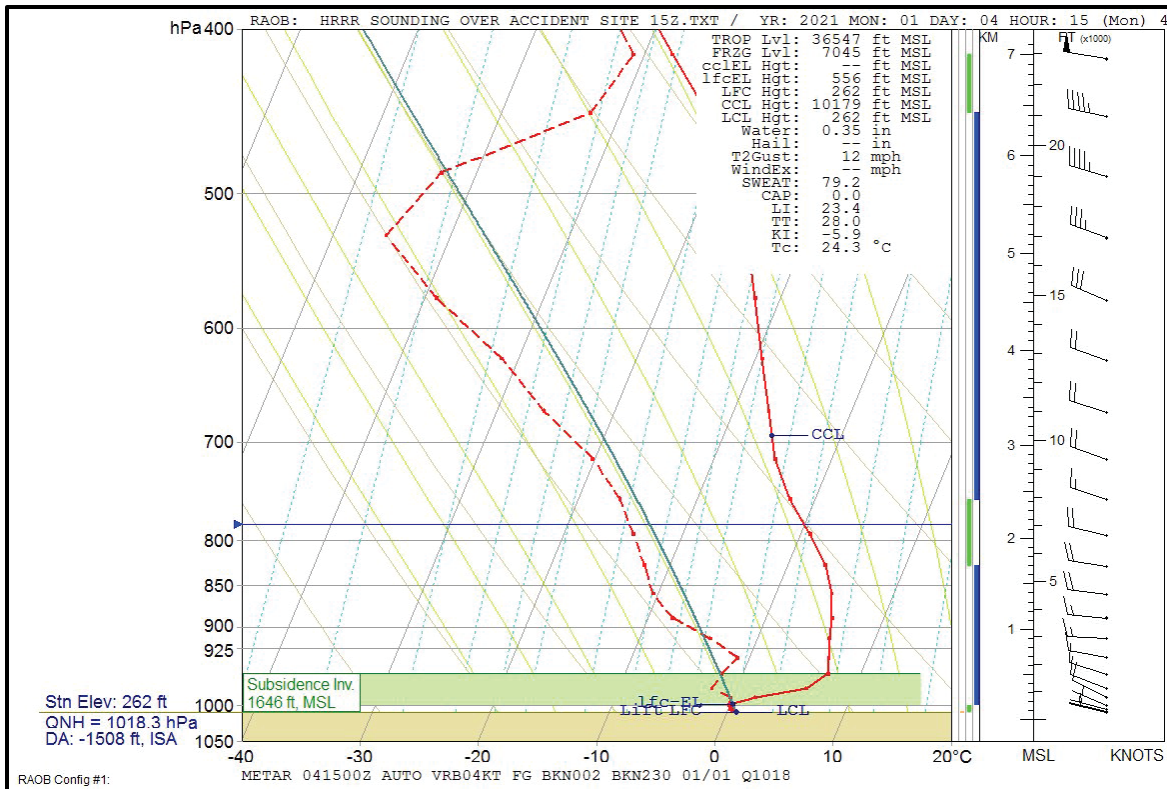


Figure 4.

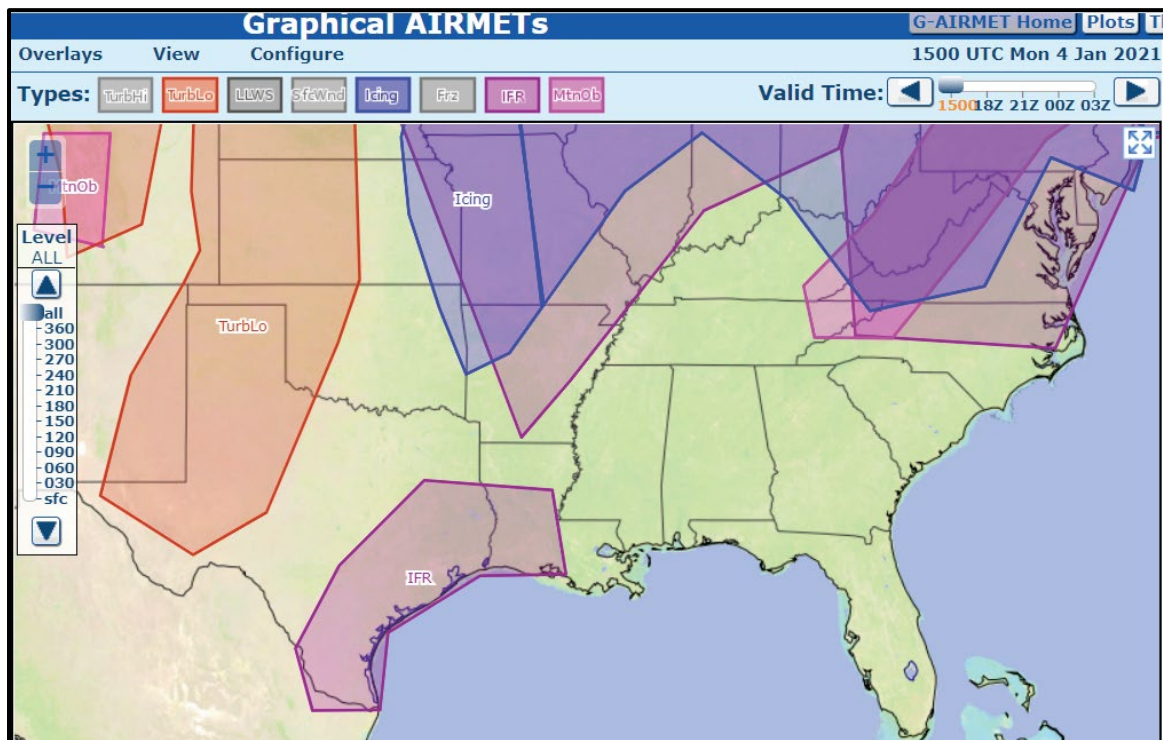


Figure 5.