



RECORD OF CONVERSATION

Samantha Link
Aviation Accident Investigator
Central Region

Date: April 20, 2022

Person Contacted: Mr. Paul Suffern (NTSB Meteorologist)

NTSB Accident Number: CEN22LA008

Narrative:

During a telephone conversation with Mr. Suffern he reported the following:

- At the time of the accident, there were no large weather systems in the area.
- The nearest official METAR reported:
 - METAR KRYW 070015Z AUTO 12003KT 10 SM CLR 25/10 A3003 RMK A02 T02540096
- There were various non-official weather stations in the vicinity of the accident site whose wind magnitudes are similar to KRYW:

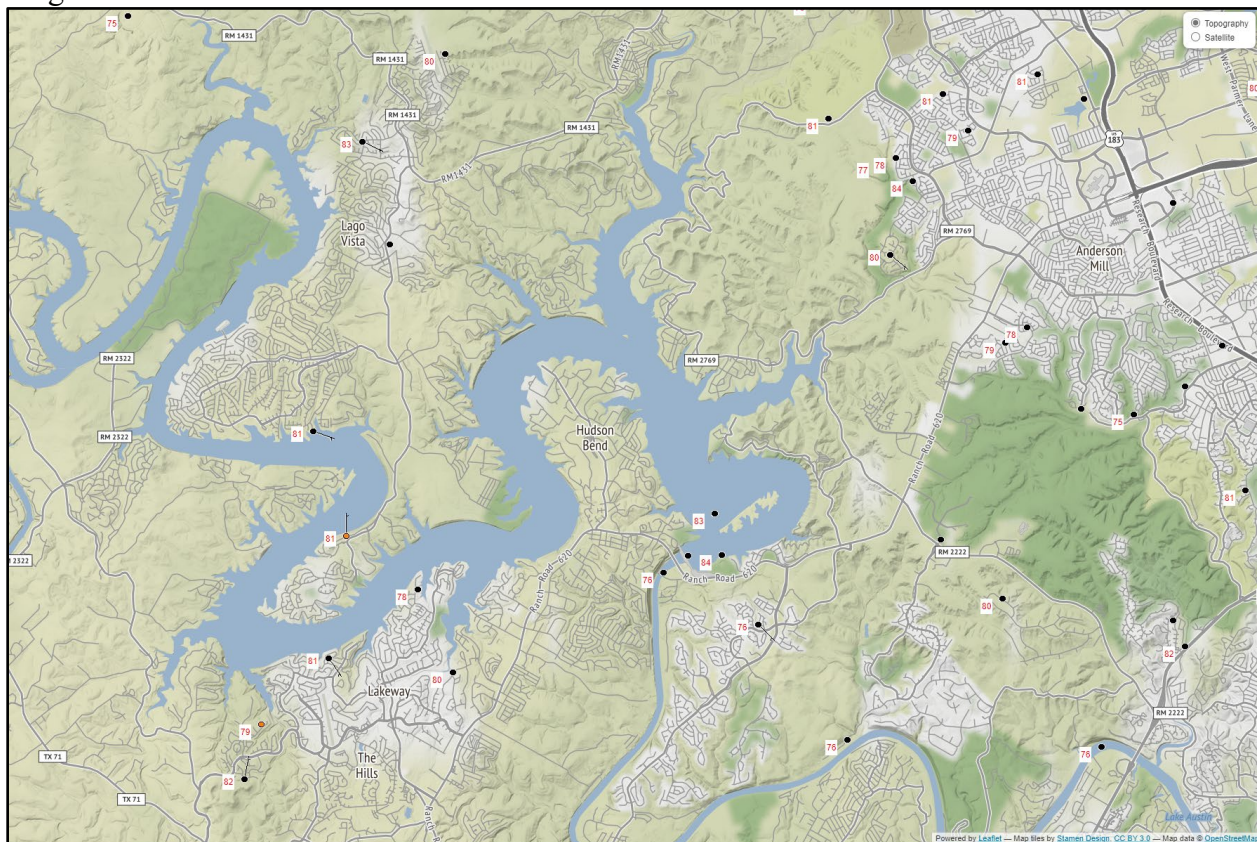


Figure 1: Unofficial Weather Stations

- Lake Travis is a very wide zig zagging river surrounded by terrain which can cause several areas of varying local circulations:
 - Two excerpts from the Federal Aviation Administration Advisory Circular titled: Aviation Weather:

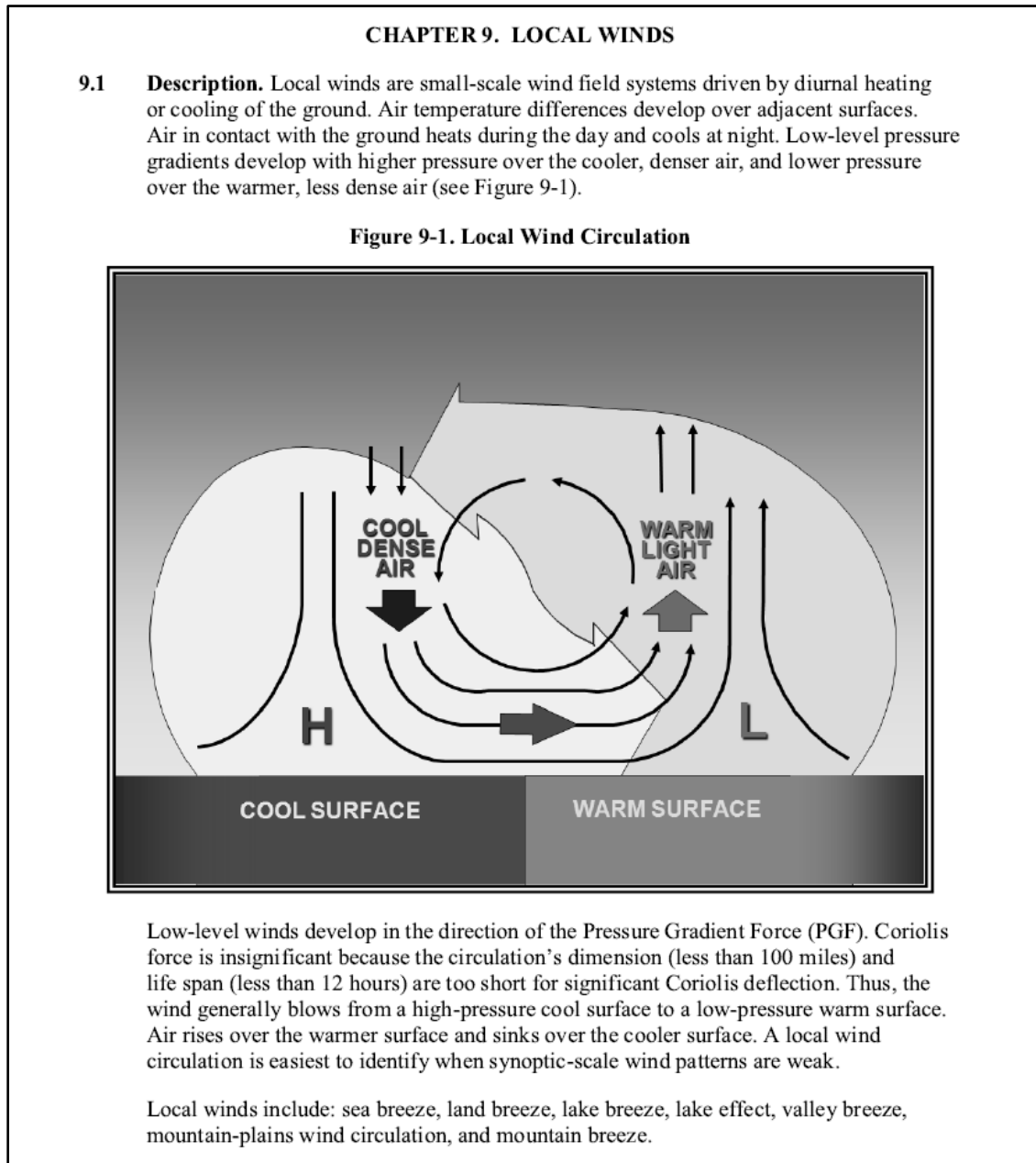
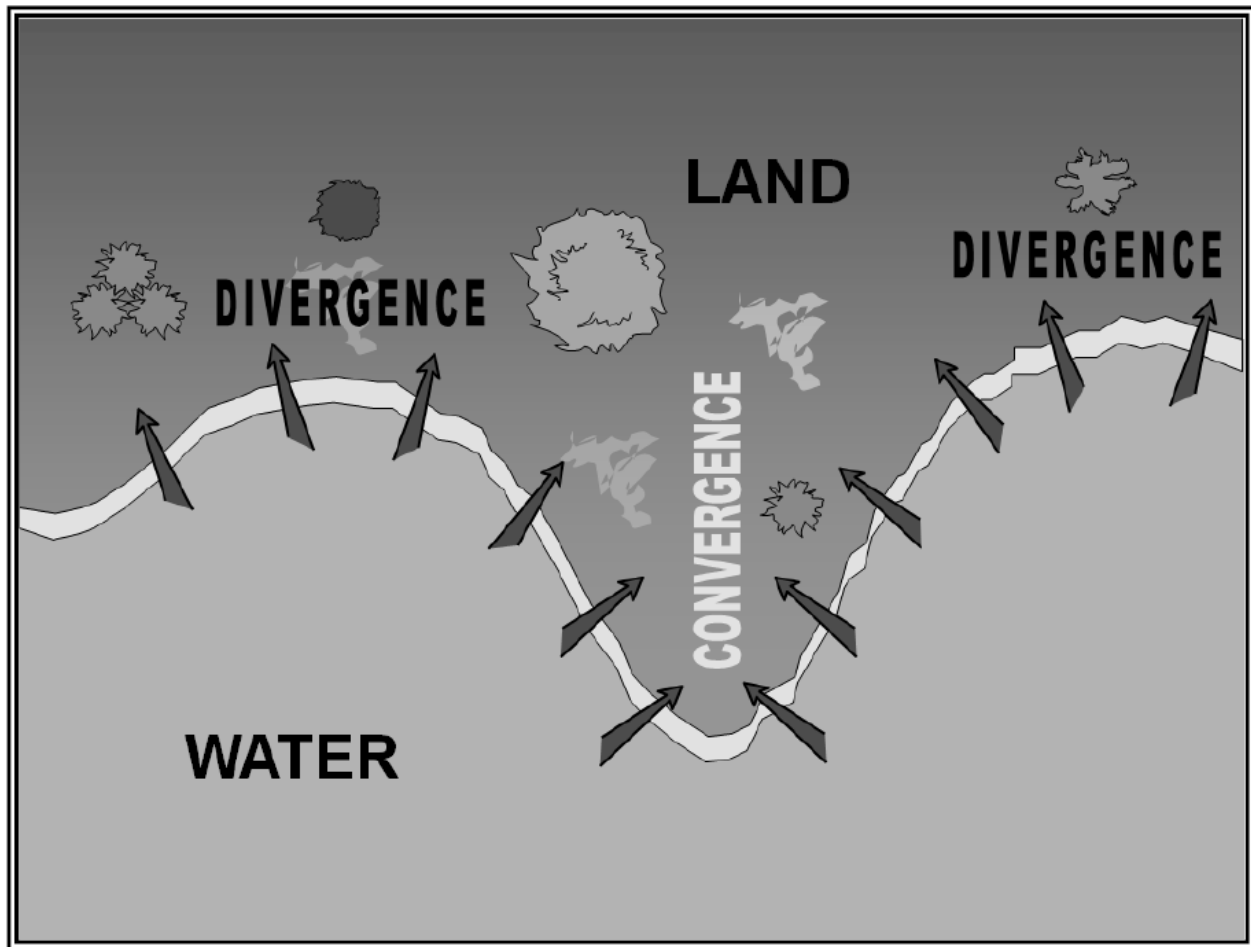


Figure 2: Excerpt Describing Local Wind Circulations

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Figure 9-4. Effects of Coastline Shape on a Sea Breeze



Convergence occurs where sea breezes merge from opposite directions. Stronger lift may be sufficient to initiate showers and thunderstorms if the air mass is sufficiently moist and unstable.

Figure 3: Excerpt Describing Wind on Coastlines

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- On the day of the accident, sunset occurred at: 1909 local
 - Which is the same time as the accident.
 - The pilot was flying west when the accident occurred.

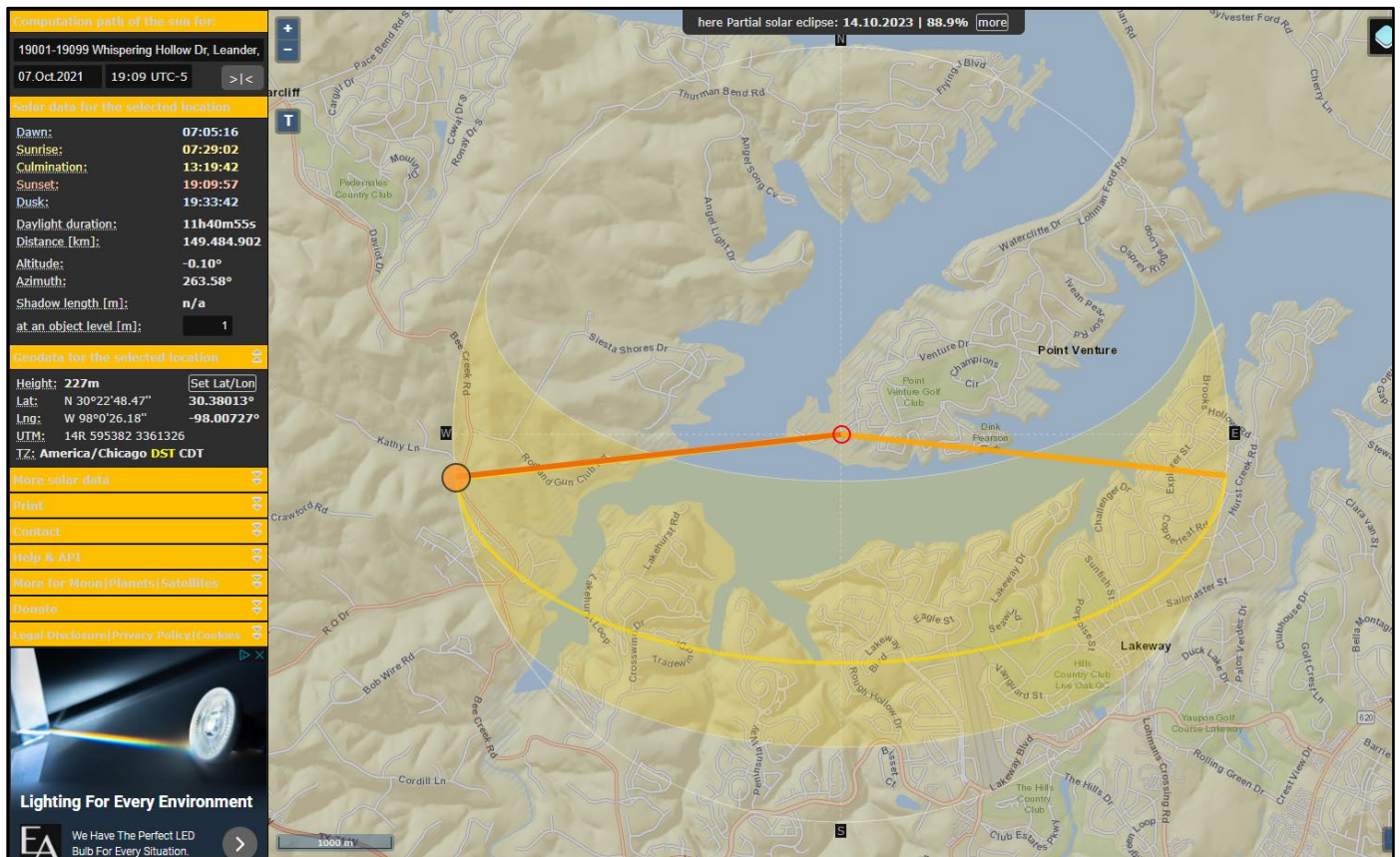


Figure 4: Sun Data for October 6, 2021, at 1909 local time

END.

Submitted by: Samantha Link