



MEMORANDUM FOR RECORD

Heidi Moats
Air Safety Investigator
Eastern Region Aviation

October 22, 2014

Subject: ERA14FA077 – Weather Report

Who: Senior NTSB Meteorologist – Don Eick

In an email, Mr. Don Eick stated:

Attached are the weather radar image and flight track based on the GPS coordinates overlaid. Flight is observed entering an area of 20-25 dBZ echoes associated with snow showers, and begins to sway in its course and heading before losing control of the aircraft. The area of precipitation was observed moving eastward and produced a dusting of light snow across the surface, and observed on the aircraft after the emergency responders reached the aircraft.

An observation site from a NWS source for Fountain Dale (KRYT), Hamiltonban, PA, located approximately 15 miles southwest of the accident site at the time showed rapidly changing conditions during the period with a band of snow moving across the region. The MeosWest data obtained from the station is as follows:

KRYT weather at 0453 EST, automated, wind 220° at 3 knots, visibility 10 miles, ceiling overcast clouds at 7,000 feet agl, temperature -4° C, dew point -8° C, altimeter 30.22 inches of mercury.

Accident 0530 EST

KRYT weather at 0553 EST, automated, wind calm, visibility 10 miles, ceiling overcast at 3,200 feet agl, temperature -4° C, dew point -9° C, altimeter 30.21 inches of mercury.

KRYT weather at 0608 EST, automated, wind calm, visibility 3 miles in light snow, ceiling broken at 2,800 feet, overcast at 7,000 feet, temperature -4° C, dew point -8° C,

altimeter 30.20 inches of mercury. Remarks; snow began at 0556 EST, trace of precipitation.

KRYT weather at 0639 EST, automated, wind calm, visibility 2 ½ miles in light snow and mist, ceiling overcast at 3,900 feet, temperature -5° C, dew point -7° C, altimeter 30.21 inches of mercury.

Snow has a low terminal velocity and can take hours before reaching the surface from altitude. It is important to note that immediately following the accident, the next observation showed a lowering ceiling broken to overcast at 2,800 to 3,200 feet with snow starting within 26 minutes of the accident.

The raw observations were as follows:

VFR METAR KRYT 260953Z AUTO 22003KT 10SM OVC070 M04/M08 A3022
AO2 SLP250 T10441089 \$

Accident 1030Z

VFR METAR KRYT 261053Z AUTO 00000KT 10SM OVC032 M04/M09 A3021
AO2 SNB1056 P0000 \$

MVFR METAR KRYT 261108Z AUTO 00000KT 3SM -SN BKN028 OVC070
M04/M08 A3020

MVFR SPECI KRYT 261119Z AUTO 00000KT 7SM -SN BKN039 OVC070
M04/M08 A3020 AO2 SNB1056 P0000 \$

IFR SPECI KRYT 261139Z AUTO 00000KT 2 1/2SM -SN BR OVC039 M05/M07
A3021 AO2 SNB1056 P0000 \$

MVFR METAR KRYT 261153Z AUTO 00000KT 4SM -SN OVC031 M04/M07
A3021 AO2 SNB1056 SLP252 P0000 60000

T10441072 11039 21067 55005

IFR SPECI KRYT 261227Z AUTO 00000KT 2 1/2SM -SN BR OVC029 M05/M07
A3021 AO2 P0000 \$

MVFR SPECI KRYT 261237Z AUTO 00000KT 3SM -SN BR OVC033 M05/M07
A3020 AO2 P0000 \$

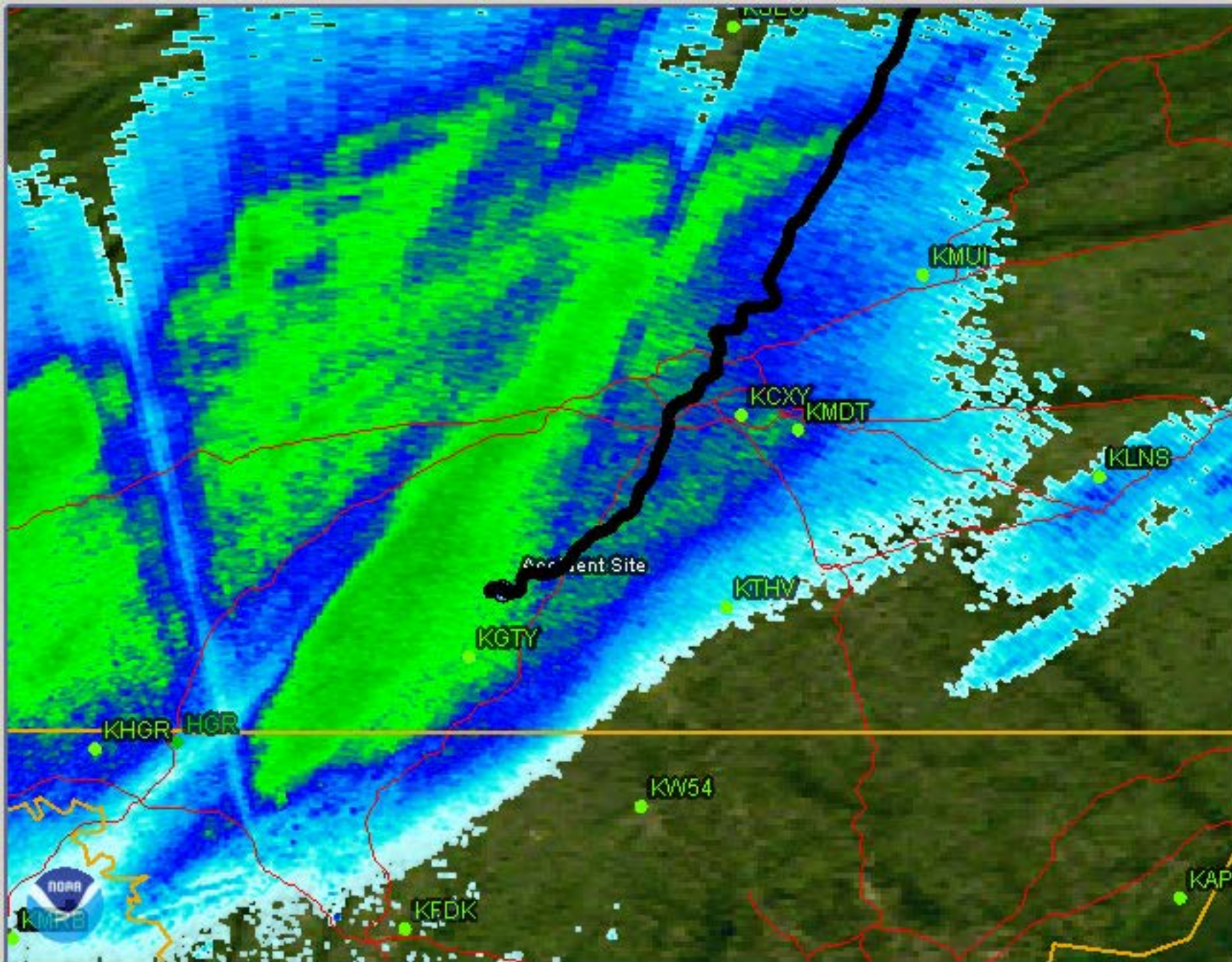
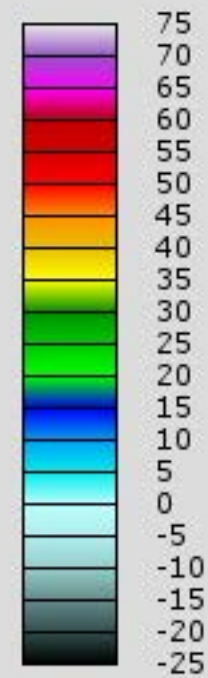
MVFR KRYT 261253Z AUTO 00000KT 5SM -SN BR BKN041 BKN075 OVC095
M05/M07 A3020 AO2 SLP247 P0000 T10501072

VFR METAR KRYT 261353Z AUTO 00000KT 10SM OVC049 M04/M07 A3020
AO2 SNE1254 SLP247 T10441067 \$

NEXRAD LEVEL-II
KLWX - STERLING, VA
12/26/2013 10:37:08 GMT
LAT: 38/58/30 N
LON: 77/28/40 W
ELEV: 272 FT
VCP: 32

REFLECTIVITY
ELEV ANGLE: 0.52

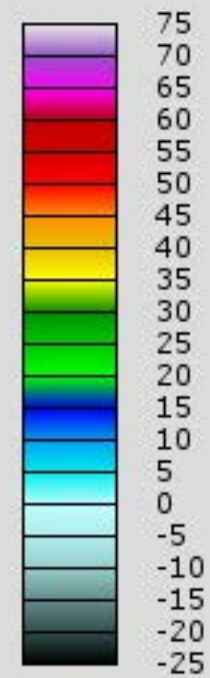
Legend: dBZ



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RF

