



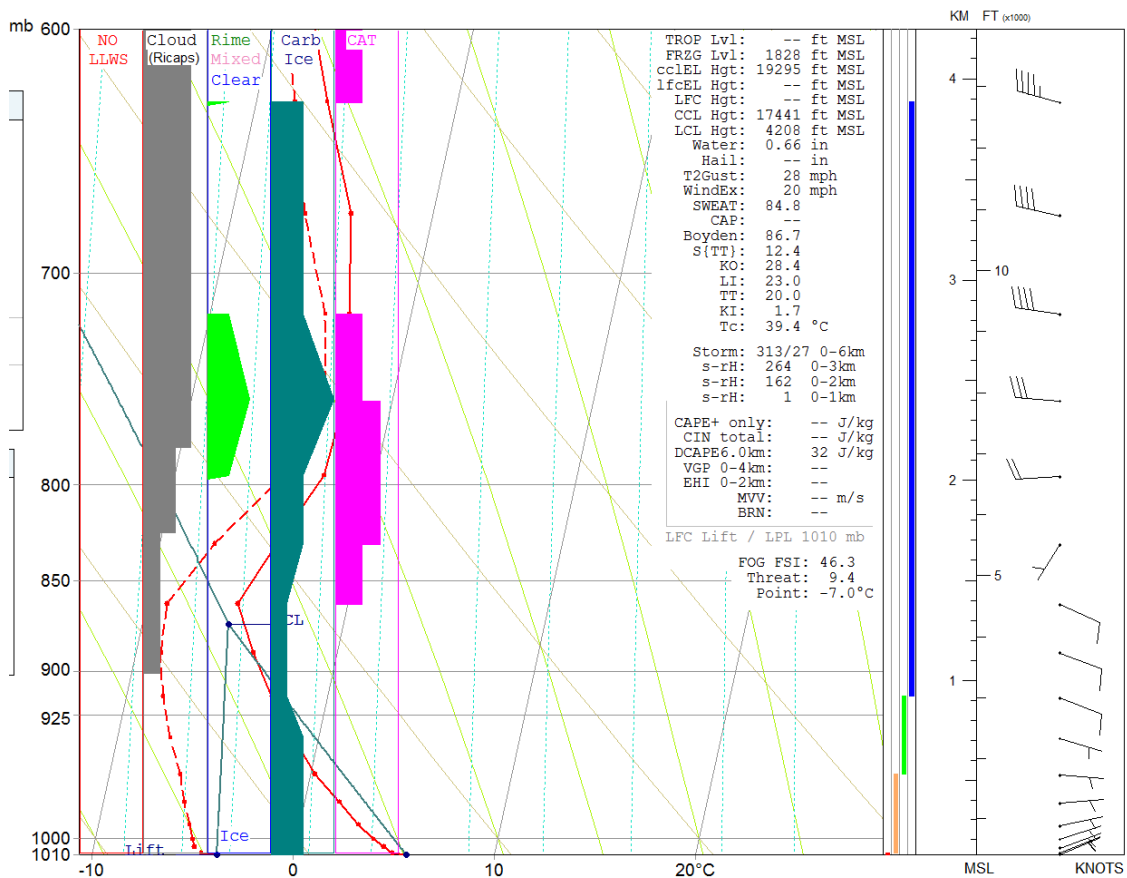
MEMORANDUM FOR RECORD

Douglass Brazy
Air Safety Investigator
Eastern Region Aviation

April 19, 2019

Subject: ERA19LA151, N3795J, Cessna 150G, April 11, 2019, Fulton, New York.
Weather Information and Records

A weather computer model of an upper air sounding at 1500 eastern daylight time for the area of the accident revealed that conditions were favorable for carburetor icing from the surface to 13,000 ft mean sea level, as noted by the dark green line in the figure below.



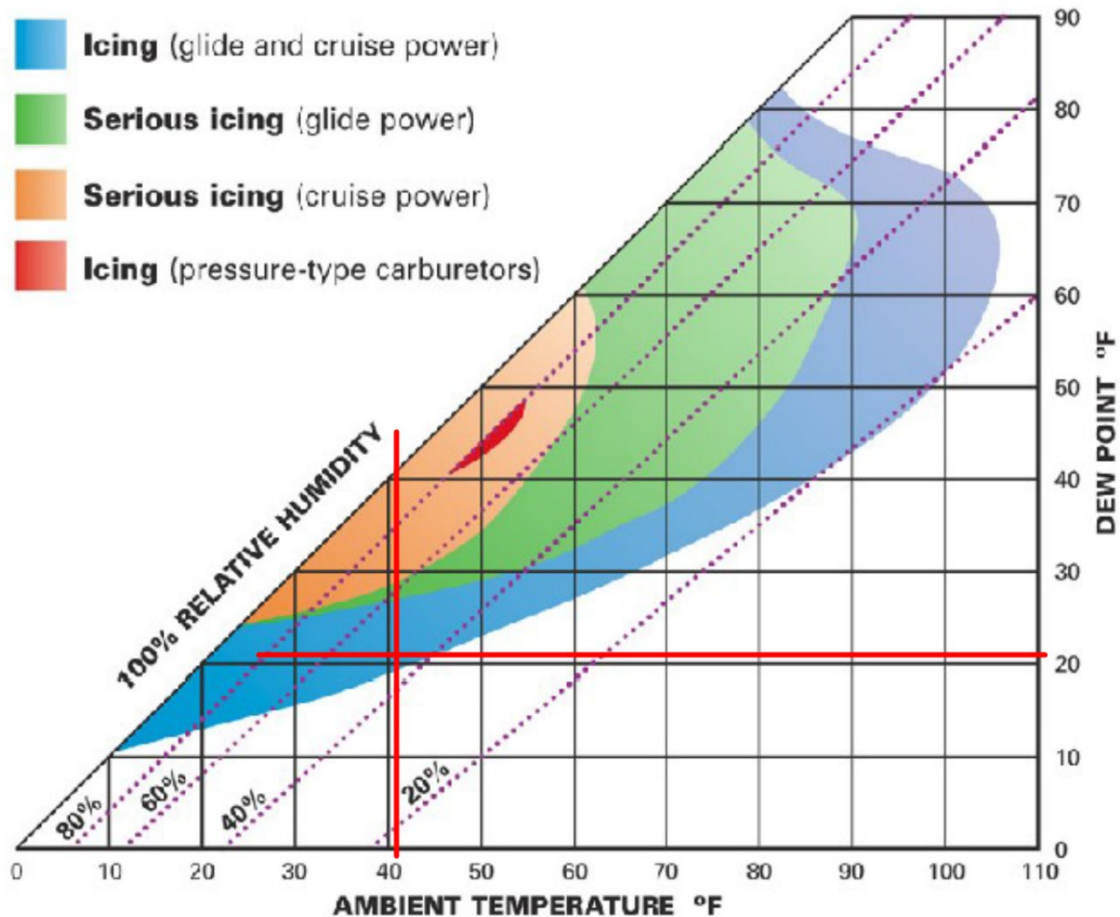
A review of the upper air sounding from 1400 eastern daylight time showed similar results.

Metar observations from FZY near the time of the accident were:

METAR KFZY 111854Z AUTO 34004KT 10SM OVC065 05/M06 A3023 RMK AO2 SLP242
T00501061=

METAR KFZY 111754Z AUTO 00000KT 10SM BKN060 OVC075 04/M08 A3026 RMK AO2 SLP250
T00441083 10050 20011 56012=

Based on the 1854Z (1454 EDT) observation, with a temperature of 5° C (41°F) and a dewpoint of -6°C (21°F), conditions at the surface were favorable for carburetor icing at glide and cruise power:



Carburetor icing probability chart from FAA SAIB CE-09-35 issued 06-30-09

Attachment 1

Tabular Data for 1500 EDT Upper Air Sounding Model

<end>

RAOB: 1900UTCHRRRSOUNDING.CSV // lat

Data Type: CSV Integrated data levels: 53

Lat: 43°33'32" N Lon: 76°41'38" W Elev: 122 meters

	Height	Pres	T	Td	RH	DD/FF	CAT	LLWS	Icing - Type
WAVE/x---W---turb--	Level (ft-MSL)	(mb)	(C)	(C)	(%)	(deg/kts)			
	nm fpm max								

1	400	1010	5.6	-3.8	51	66/3			
2	427	1009	4.9	-4.6	50	67/3			
3	505	1006				69/3			
4	533	1005	4.4	-5.0	50				
5	653	1000				71/3			
6	666	1000	3.8	-5.2	52				
7	879	992				77/3			
8	907	991	2.9	-5.5	54				
9	1260	978				85/4			
10	1284	977	1.7	-6.0	57				
11	1729	961				95/4			
12	1747	960	0.2	-6.5	61				
13	2329	939				108/7			
14	2355	938	-1.3	-7.4	63				

	15	2995	915				112/9			
	16	3031	914	-2.8	-8.2	66				
	17	3737	889				112/9			
	18	3751	889	-4.2	-8.8	70				
	19	4528	863				115/8			
	20	4547	862	-5.5	-9.0	76		MDT		
	21	5502	831				210/4			
	22	5524	830	-4.2	-7.3	79		SVR		
	23	6617	796				266/18			
	24	6643	795	-2.6	-4.6	86		SVR	TRC	Rime
	25	7858	759				275/31			
2.79	777	LT-MD								
	26	7885	758	-2.4	-3.3	94		MDT	LGT	Rime
	27	9297	718	-3.1	-4.3	91	279/40		TRC	Rime
	28	10902	675				283/40			
	29	10939	674	-4.1	-6.4	84				
	30	12743	628				286/45			
	31	12762	628	-6.5	-8.1	88		MDT	TRC	Rime
	32	14787	580				284/62			
	33	14838	579	-9.0	-10.1	92		LGT	LGT	Rime
	34	16923	533				283/70			
	35	16973	532	-13.2	-14.5	90			LGT	Mixed
	36	18963	491				284/73			
	37	19062	489	-17.9	-20.2	82		LGT	LGT	Rime
	38	20915	453				288/67			
	39	21033	451	-21.6	-24.9	75		LGT	LGT	Rime

40	22789	419				290/59	
41	22914	417	-25.5	-29.1	72		
42	24580	389				288/58	
43	24737	386	-29.9	-34.1	67		
44	26289	361				289/62	
45	26418	359	-34.1	-38.6	64		LGT
46	27910	336				292/68	
47	28062	334	-38.2	-43.1	60		LGT
48	30879	294				293/79	
49	31122	291	-46.0	-52.0	51		MDT
50	33573	260				290/102	
51	33877	256	-52.9	-57.4	58		
52	36033	231				291/105	
53	36294	228	-59.2	-66.7	37		