



Heidi Kemner
Senior Air Safety Investigator
Eastern Region Aviation

December 15, 2020

Subject: ERA21LA071
Who: Paul Suffern – Senior Meteorologist - NTSB

In an email, Mr. Suffern stated the following:

The closest METARS to the accident site are below -

KSGJ:

*METAR KSGJ 121956Z 00000KT 3SM HZ BKN023 OVC031 19/15 A3009 RMK AO2 SLP189
T01890150 \$=
SPECI KSGJ 121908Z 10004KT 3SM HZ BKN023 OVC031 18/15 A3010 RMK AO2 \$=
METAR KSGJ 121856Z 08003KT 10SM SCT026 OVC031 18/16 A3011 RMK AO2 SLP194
T01830156 \$=*

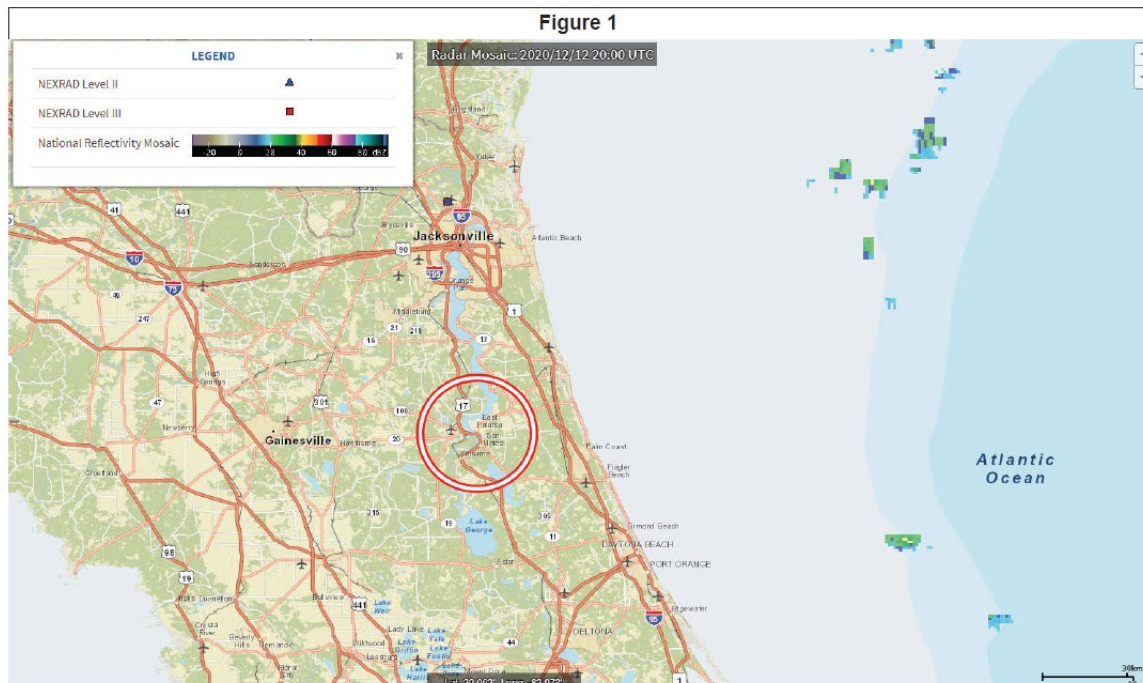
KFIN:

*METAR KFIN 122050Z 00000KT 10SM OVC016 18/16 A3008=
METAR KFIN 121950Z 08007KT 10SM OVC016 21/17 A3007=
METAR KFIN 121850Z 00000KT 10SM BKN044 OVC060 19/18 A3009=*

No AIRMETs at the time of the accident.

PIREPs have cloud ceilings around 1,600 ft above ground level (agl) to 1,300 ft agl.

Weather Radar –



Caption wx radar from 2000 utc with accident site circled... no precip before or after either...