

Millicent Hill
Aviation Accident Investigator
Office of Aviation Safety

Date: September 13, 2022

Subject: ERA22FA405

Contact: Mike Richards, NTSB Meteorologist

Mr. Richards provided the following weather information:

- Observations from Anderson Regional Airport (AND) in Anderson, South Carolina, which was at an elevation of about 780 ft and located 10 miles northeast of the accident location, reported ceilings between 800 ft and 1000 ft agl surrounding the accident time. Light rain and mist were also observed.

*SPECI KAND 101527Z AUTO 05009KT 6SM -RA BR BKN008
BKN014 OVC020 20/19 A3011 RMK AO2 P0000 T02000189=*

*SPECI KAND 101549Z AUTO 05010KT 6SM -RA BR OVC010 21/19
A3011 RMK AO2 P0000 T02060189=*

***METAR KAND 101556Z AUTO 05007KT 5SM -RA BR BKN010
OVC025 21/19 A3011 RMK AO2 SLP188 P0000 T02060189=***

***METAR KAND 101656Z AUTO 05007KT 4SM BR BKN008
OVC013 21/19 A3010 RMK AO2***

RAE01 SLP187 P0000 T02060194=

- Observations from Franklin-Hart Airport (18A) in Canon, Georgia, which was at an elevation of about 890 ft and located 14 miles east of the accident location, reported ceilings of 600 ft around the accident time.

*METAR K18A 101555Z AUTO 07006KT 3 1/2SM BR OVC008 20/19
A3012 RMK AO2 T01950189=*

*METAR K18A 101615Z AUTO 07005KT 2 1/2SM BR OVC008 20/19
A3011 RMK AO2 VIS 2V3 1/2 T01990192=*

***METAR K18A 101635Z AUTO 06007KT 010V090 4SM BR
OVC006 20/19 A3011 RMK AO2 T02030194=***

*METAR K18A 101655Z AUTO 05005KT 3SM BR OVC006 20/19
A3011 RMKAO2 T01980191=*

- A model sounding for near the accident site identified a saturated environment and clouds between about 1,500 ft and 5,200 ft. Clouds may have also existed outside these boundaries. Wind at 3000, was from the east at about 15 knots.
- An Area Forecast Discussion (Aviation section) was issued by the National Weather Service for a region that included the accident location. AND is a TAF site.

FXUS62 KGSP 101540

AFDGSP

Area Forecast Discussion

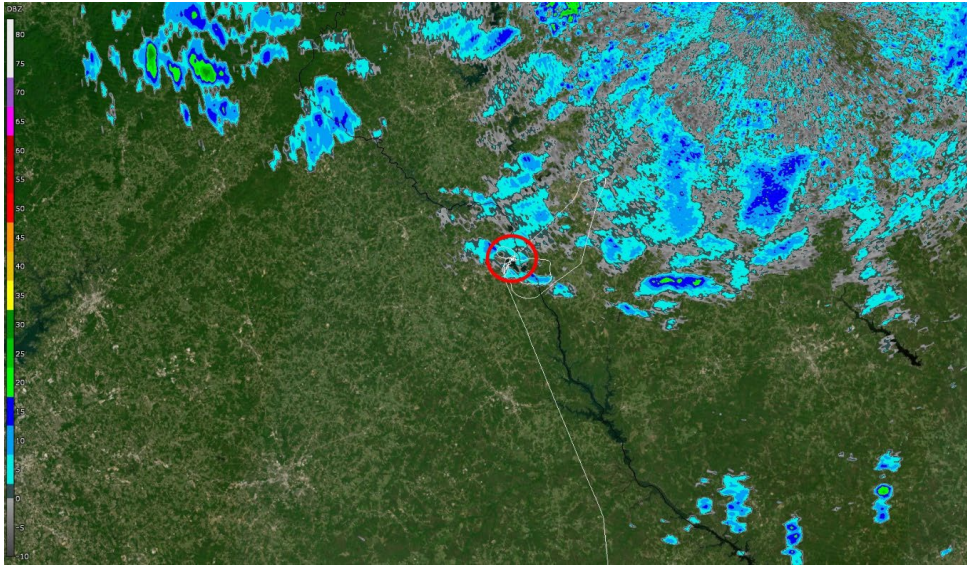
National Weather Service Greenville-Spartanburg SC

1140 AM EDT Sat Sep 10 2022

AVIATION /16Z SATURDAY THROUGH WEDNESDAY/...

At KCLT and elsewhere: Still expecting sct to numerous showers with cig and visby restrictions thru most the taf period. Deep-lyr moisture will continue to overspread the area from the south thru the morning, lowering cigs (and to a lesser extent visby) and increasing precip coverage. We're still anticipating IFR cigs and categorical precip/MVFR visby at all taf sites by the start of the taf period. Once these conditions settle in, they are generally expected to persist thru most of the taf period. In addition to the IFR cigs, periods of IFR visby and perhaps LIFR cigs will be possible, especially during any periods of heavier rainfall. The potential for thunder increases Saturday aftn/evening, with PROB30s for TSRA at all taf sites (except KAVL) beginning around 22z. The inverted sfc ridge will support NELY winds of roughly 8 to 12 kts across the lower terrain today, with some low-end gusts likely thru the morning. Speeds should taper off by the evening. KAVL will be an exception, with weaker winds favoring a SELY to ELY direction thru the period.

- The weather radar imagery from the accident time depicts what likely amounts to light precipitation at the accident location.



- Satellite imagery depicts clouds across the region, and infrared data identifies the cloud top heights at about 8,000 ft.

