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Office of Aviation Safety-Eastern Region

Date: April 23, 2024

Subject: ERA22LA427, NTSB Meteorology Subject Matter Expert Assistance

Contact: Paul Suffern, NTSB Meteorologist

As part of the investigation 2 days after the accident, a request was made to NTSB Meteorologist subject matter experts (SME) to obtain weather data and determine if it supported turbulence in the area of the accident. The NTSB Meteorology SME provided on the same day weather data that is included below. He also reported 3 days after the request that if clouds did form (none visible on satellite or dataset around the accident time) they would form around 3k to 3.5k ft above ground level.

Closest METAR is KFFA:

KFFA 211515Z AUTO 04004KT 10SM CLR 26/19 A3001 RMK AO2 T02570185
KFFA 211455Z AUTO 01005KT 10SM CLR 26/18 A3001 RMK AO2 T02560182
KFFA 211435Z AUTO 36004KT 10SM CLR 26/18 A3001 RMK AO2 T02570181
KFFA 211415Z AUTO 00000KT 10SM CLR 26/18 A3001 RMK AO2 T02560182
~Accident 1400 UTC
KFFA 211355Z AUTO 04005KT 10SM CLR 26/18 A3001 RMK AO2 T02550181
KFFA 211335Z AUTO 00000KT 10SM CLR 25/18 A3000 RMK AO2 T02510178
KFFA 211315Z AUTO 00000KT 10SM CLR 25/18 A3000 RMK AO2 T02490181
KFFA 211255Z AUTO 00000KT 10SM CLR 24/19 A2999 RMK AO2 T02430186

*KMQI weather information is similar with a north to northeast wind at 5 knots...
No AIRMETs, Center Weather Advisories (CWAs), SIGMETs, etc...
No Pilot Reports (PIREPs) for pertinent weather conditions
No PRECIP or clouds, etc...*

No indications of turbulence by RAOB program, etc... no wind above 15 knots until 20,000 ft msl or so.