



MEMORANDUM FOR RECORD

Timothy W. Monville
Sr. Air Safety Investigator
Office of Aviation Safety-Eastern Region

Date: January 27, 2025

Subject: ERA23FA113

Contact: NTSB Staff Meteorologist

An NTSB staff meteorologist provided the following weather product in support of the investigation:

Surface Weather Observation -

KHPN 192250Z 09006KT 1SM R16/P6000FT UP BR OVC002 03/02 A2975 RMK AO2
RAE08UPB08E11B43 P0000

KHPN weather at 1750 EST, wind from 090 degrees at 6 knots, 1 miles visibility, runway 16 runway visual runway of greater than 6,000 ft, unknown precipitation, mist, overcast ceiling at 200 ft agl, temperature 3° C, dew point temperature 2° C, altimeter 29.75 inHg. Remarks, station with a precipitation discriminator, rain ended at 1708 EST, unknown precipitation began at 1708 EST ended at 1711 EST and began again at 1743 EST, hourly precipitation of a trace.

A High Resolution Rapid Refresh (HRRR) model sounding was created for the accident time and location, with the modeled surface elevation at 423 ft mean sea level (MSL). Based on the HRRR sounding, the freezing level was around 9,500 ft msl with the HRRR sounding temperature and dew point of -0.3°C at 9,534 ft MSL. The HRRR indicated that the winds aloft at about 6,000 ft msl were from 231° at 48 knots.