

From: [REDACTED]
To: [REDACTED]
Subject: ERA23FA238 - Rougemont, NC Weather Update
Date: Tuesday, May 23, 2023 11:16:37 AM
Attachments: [image001.png](#)
[image002.png](#)
[HRRR_FOE_1500Z_OVER_COORDINATES.JPG](#)
[image003.png](#)

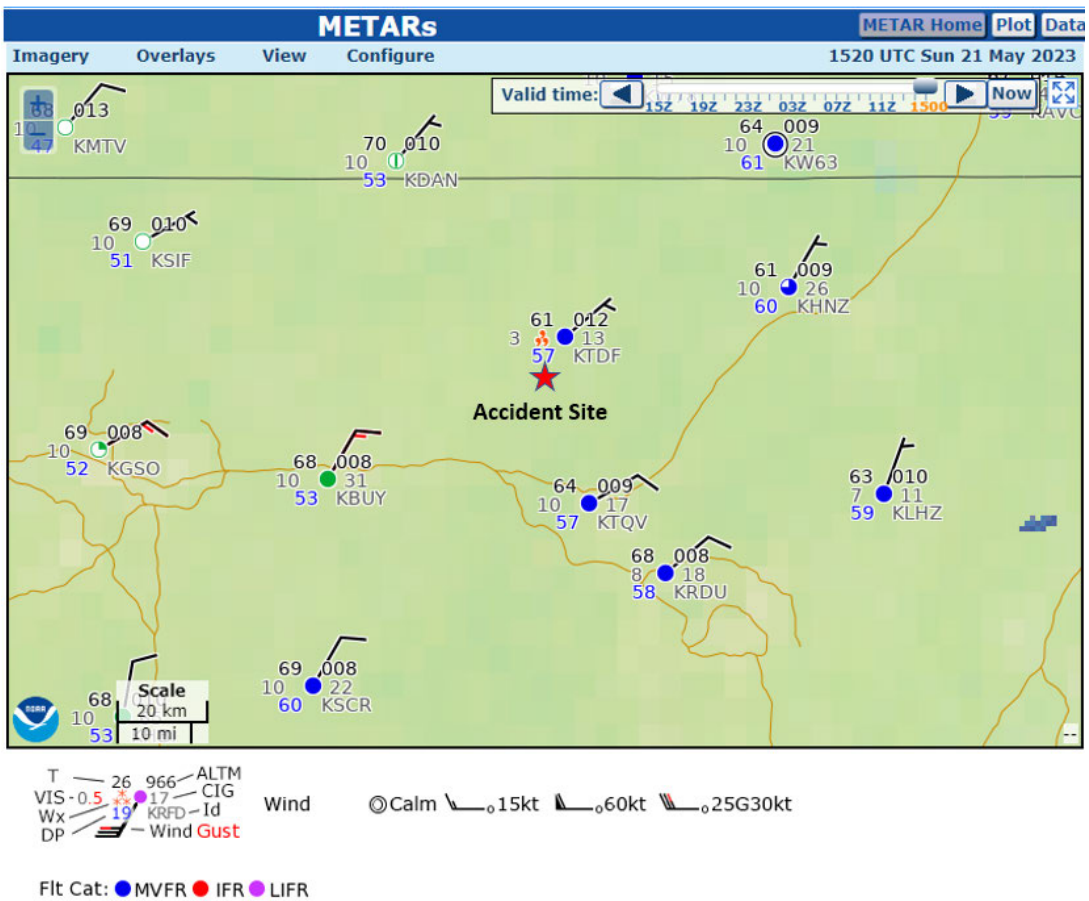
The closest official weather reporting location was from Raleigh Regional Airport (KTDF), Roxboro, North Carolina, located about 5 miles north-northeast of the accident site at an elevation of 609 ft. The airport had an Automated Weather Observation System (AWOS) and issued observations every 20-minutes longline, and every minute locally on broadcast on 126.725 VHF. The following longline observation was reported at the approximate time of the accident.

Weather observation KTDF at 1125 EDT, automated, wind calm, visibility 4 miles in light drizzle, scattered clouds at 1,100 ft agl, ceiling overcast at 1,800 ft, temperature 16° Celsius (C), dew point temperature 14° C, altimeter setting 30.12 inches of mercury.

The general flight categories and observations surrounding the period from 0745 through 1245 EDT were as follows.

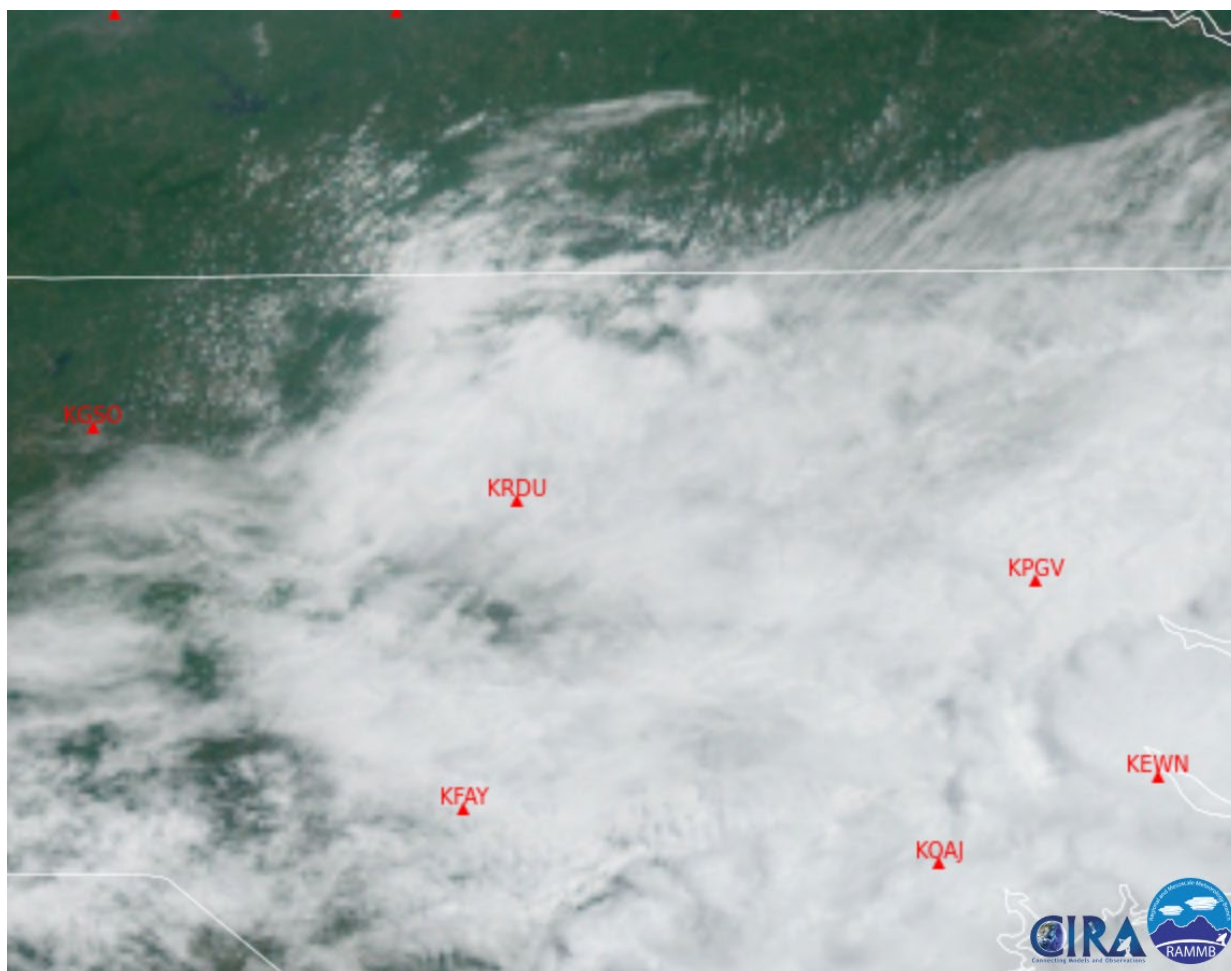
MVFR METAR KTDF 211145Z AUTO 36006KT 10SM OVC019 16/11 A3009 RMK AO2=
MVFR METAR KTDF 211205Z AUTO 36006KT 10SM OVC017 16/11 A3010 RMK AO2=
MVFR METAR KTDF 211225Z AUTO 01009G16KT 7SM OVC013 15/12 A3010 RMK AO2=
MVFR METAR KTDF 211245Z AUTO 01005KT 10SM SCT012 OVC022 15/12 A3010 RMK AO2=
MVFR METAR KTDF 211305Z AUTO 01003KT 10SM OVC026 16/12 A3010 RMK AO2=
MVFR METAR KTDF 211325Z AUTO 01004KT 7SM BKN017 OVC028 16/12 A3011 RMK AO2=
MVFR METAR KTDF 211345Z AUTO 04005KT 10SM BKN015 OVC024 16/13 A3011 RMK AO2=
MVFR METAR KTDF 211405Z AUTO 04003KT 10SM SCT015 BKN024 OVC029 17/13 A3011 RMK AO2=
MVFR METAR KTDF 211425Z AUTO 05004KT 10SM BKN015 OVC024 17/13 A3011 RMK AO2=
MVFR METAR KTDF 211445Z AUTO 01005KT 5SM -RA OVC015 16/13 A3012 RMK AO2=
MVFR METAR KTDF 211505Z AUTO 05005KT 3SM DZ OVC013 16/14 A3012 RMK AO2=
Accident 1520Z
MVFR METAR KTDF 211525Z AUTO 00000KT 4SM -DZ SCT011 OVC018 16/14 A3012 RMK AO2=
MVFR METAR KTDF 211545Z AUTO 03003KT 10SM OVC018 17/14 A3012 RMK AO2=
MVFR METAR KTDF 211605Z AUTO 02005KT 10SM BKN018 OVC025 18/15 A3012 RMK AO2=
MVFR METAR KTDF 211625Z AUTO 03004KT 10SM SCT018 BKN029 OVC038 18/14 A3010 RMK AO2=
VFR METAR KTDF 211645Z AUTO 04008KT 10SM SCT020 SCT028 OVC038 18/14 A3010 RMK AO2=

A display of the observations surrounding the area from the NWS Aviation Weather Center's METAR display for 1120 EDT is included below with the approximate location of the accident site by the red star. The display indicated MVFR conditions generally reported in the vicinity of the accident site with VFR conditions west.



A High-Resolution Rapid refresh (HRRR) numerical model sounding was obtained for the approximate accident site coordinates. The HRRR sounding for 1100 EDT depicted an overcast layer of stratiform clouds with bases near 1,000 ft and tops near 3,900 ft. A shallow layer of potential moderate turbulence existed near the cloud tops.

The GOES-16 GeoColor image for 1121 EDT is included below displaying the overcast clouds over the region.



There were no SIGMETs, Convective SIGMETs, Center Weather Advisories, or Graphic-AIRMETs current for the area at the time of the accident.

The following pilot reports or PIREPs were reported within 60 miles of the accident site between 0900 and 1400 EDT.

RDU UA /OV KRDU050005/TM 1300/FLDURC/TP B757/SK BKN035
RDU UA /OV RDU/TM 1410/FLDURC/TP C680/SK BASES 030
FAY UA /OV SDZ070022/TM 1424/FL035/TP C172/RM BASES 021 TOPS 033
FAY UA /OV FAY360030/TM 1705/FL040/TP BE35/RM TOPS 038

Advise what else you need.

Donald Eick
NTSB Senior Meteorologist
Office of Aviation Safety
Operational Factors Division (AS-30)

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