

Suffern Paul

From: [REDACTED]
Sent: Friday, April 6, 2018 1:02 PM
To: [REDACTED]
Subject: Re: GOES-16 satellite imagery used in a NTSB accident case...
Attachments: [REDACTED]

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Paul,

Here is a movie with the flight track overlay that Kris made (actually I have to send a link to this in a separate email). He couldn't position the aircraft in the direction of the heading using the tool he had. Also attached are images of our GOES-16 icing product, which is simply yes/no/unknown at nighttime (so the cyan colors are icing pixels based on the retrieved cloud temperature and cloud top phase), as well as our derived icing top altitude boundary. The satellite retrievals suggest possible icing in the 10-20kft range. The colorbar is a little coarse but actual retrievals were about 17-18kft for tops and 12-15 kft for bases. There is no information on severity at night and for these clouds the uncertainty is greater for the icing base estimates than for the icing top estimates.

Sorry for the delay...absolutely swamped the last 2 weeks.

Cheers,
Bill

From: [REDACTED]
Date: Tuesday, April 3, 2018 at 4:03 PM
[REDACTED]
Subject: Re: GOES-16 satellite imagery used in a NTSB accident case...

Thanks! Can't wait!

From: [REDACTED]
Sent: Tuesday, April 3, 2018 3:43:36 PM
To: [REDACTED]
Subject: Re: GOES-16 satellite imagery used in a NTSB accident case...