

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: WPR19FA172 - Porter Ranch, CA Weather
Date: Wednesday, June 26, 2019 7:40:07 AM
Attachments: [image001.png](#)

Weather conditions on June 15, 2019 surrounding Porter Ranch, California

Synoptic conditions – A review of the NWS Surface Analysis indicated a high pressure system off the northern California coast at 1025-hPa with thermal low-pressure systems over northeast California at 1011-hPa and over southeast California/Arizona border at 1004-hPa. No frontal systems were identified over the area or other boundaries. A light pressure gradient existed over California with a general west to northwest wind flow of 5 to 10 knots in the vicinity of the accident site.

Observations – The area was documented using official METAR and SPECI reports. Visibility is reported in statute miles (SM) and cloud heights are reported in 100's ft agl.

Departure - The accident airplane departed from Zamperini Field (KTOA), Torrance, CA, which lists an elevation of 103 ft, and a magnetic variation of 12° E based on the latest sectional chart for the area. The airport list weather as from a Limited Aviation Weather Reporting System (LAWRS) from ATC. A review of the observations indicated that marginal visual flight rule (MVFR) conditions were reported surrounding the period. The following conditions were reported surrounding the period:

METAR KTOA 151350Z 10004KT 10SM BKN016 OVC023 18/14 A2995

METAR KTOA 151454Z 10004KT 10SM FEW016 OVC021 18/13 A2996

Departed 1544Z

METAR KTOA 151554Z VRB04KT 10SM FEW016 OVC019 18/14 A2996

Accident 1610Z

METAR KTOA 151649Z VRB05KT 10SM OVC020 18/14 A2996

METAR KTOA 151747Z VRB05KT 10SM BKN014 OVC020 19/14 A2996

METAR KTOA 151948Z VRB05KT 10SM OVC016 20/15 A2996

Weather at the time of the accident was reported as: KTOA reported at 0854 PDT wind variable at 4 knots, visibility 10 miles or more, a few clouds at 1,600 ft agl, ceiling overcast at 1,900 ft, temperature 18° Celsius (C), dew point temperature 14° C, altimeter 29.96 inches of mercury.

Destination - The planned destination Columbia Airport (KO22) was located approximately 273 miles north-northwest and reported VFR conditions during the period. The following conditions were reported:

METAR KO22 151455Z AUTO 00000KT 10SM CLR 22/16 A2994 RMK A01

METAR KO22 151515Z AUTO 00000KT 10SM CLR 24/15 A2995 RMK A01

METAR KO22 151535Z AUTO 00000KT 10SM CLR 25/16 A2994 RMK A01

METAR KO22 151555Z AUTO 00000KT 10SM CLR 26/16 A2994 RMK A01

Accident 1610Z

METAR KO22 151615Z AUTO 00000KT 10SM CLR 26/16 A2995 RMK A01

METAR KO22 151635Z AUTO 00000KT 9SM CLR 26/16 A2995 RMK A01

METAR KO22 151655Z AUTO 18004KT 10SM CLR 27/16 A2995 RMK A01
METAR KO22 151715Z AUTO 17005KT 9SM CLR 27/16 A2995 RMK A01
METAR KO22 151835Z AUTO 18005KT 10SM CLR 29/15 A2996 RMK A01
METAR KO22 151915Z AUTO 20007KT 10SM CLR 29/14 A2997 RMK A01
METAR KO22 151935Z AUTO 20005KT 10SM CLR 29/14 A2997 RMK A01
METAR KO22 151955Z AUTO VRB03KT 9SM CLR 30/14 A2996 RMK A01

Closest to accident site – was Van Nuys Airport (KVNY), Van Nuys, CA, located approximately 7 1/2 miles southeast of the accident site an elevation of 802 ft. The airport had an Automated Surface Observation System (ASOS) and was augmented by Air Traffic Control personnel. IFR conditions were reported prior to the accident with MVFR conditions prevailing at the time of the accident. The following METARs and TAFs were issued during the period:

METAR KVNY 151251Z 00000KT 7SM OVC009 16/14 A2993 RMK AO2 SLP129 T01610139=
SPECI KVNY 151319Z 08005KT 6SM HZ OVC010 17/13 A2994 RMK AO2 T01670133=
METAR KVNY 151351Z 09007KT 6SM HZ OVC012 17/13 A2994 RMK AO2 SLP132 T01670133=
METAR KVNY 151451Z 07003KT 6SM HZ OVC013 17/13 A2995 RMK AO2 SLP137 T01720133 53010=
METAR KVNY 151551Z 16005KT 7SM OVC013 17/14 A2996 RMK AO2 SLP138 T01720139=

Accident 1610Z

METAR KVNY 151651Z VRB04KT 7SM OVC016 18/13 A2996 RMK AO2 SLP138 T01830133=
METAR KVNY 151751Z 00000KT 10SM OVC019 19/13 A2995 RMK AO2 SLP137 T01890133 10200 20161 50000=
METAR KVNY 151851Z 19004KT 10SM OVC021 20/13 A2995 RMK AO2 SLP136 T02000133=

Weather at the time of the accident was recorded at 0851 PDT, wind from 160° at 5 knots, visibility 7 miles, ceiling overcast at 1,300 ft agl, temperature 17° C, dew point 14° C, altimeter 29.96 inches of Hg.

The Terminal Aerodrome Forecasts issued for KVNY during the period were as follows:

TAF KVNY 151130Z 1512/1612 13005KT 6SM BR OVC009

FM151600 VRB03KT P6SM OVC012

FM152000 18008KT P6SM SKC

FM160300 13005KT P6SM SKC=

AMD TAF KVNY 151144Z 1512/1612 13005KT 6SM BR OVC009

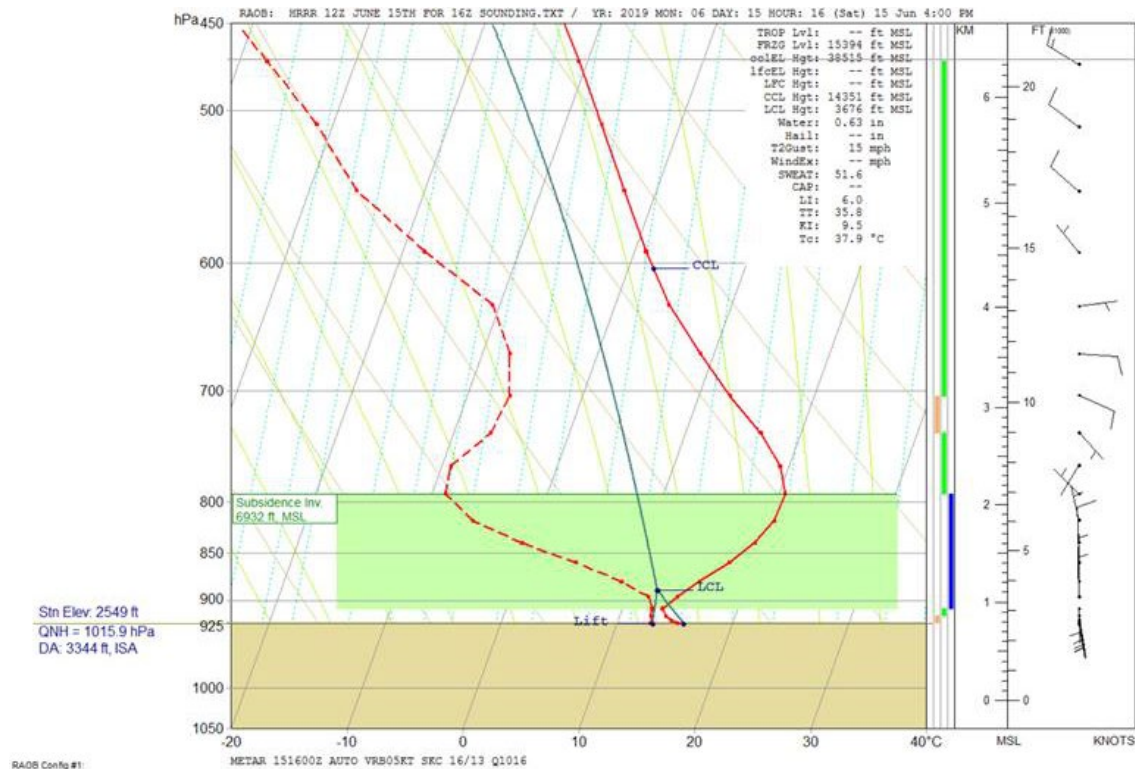
FM151600 VRB03KT P6SM OVC012

FM152000 18008KT P6SM SKC

FM160300 13005KT P6SM SKC

FM160700 VRB03KT P6SM OVC010=

Satellite Imagery – The GOES-17 visible image at 2X magnification is included below and depicted an extensive area of low stratiform clouds along the California coast and inland over the accident site. The radiative cloud top temperature over the accident site was 284° Kelvin or 10.8° C, which corresponded to cloud tops near 5,000 ft.



Pilot Reports – the following pilot reports or PIREPs were recorded for the route, cloud heights are reported in msl height:

FUL UA /OV FUL/TM 1250/FL032/TP BE9L/SK OVC019-TOP032
 LGB UA /OV LGB/TM 1320/FL031/TP COL4/SK OVC-TOP031
 LAX UA /OV KLAX/TM 1405/FL023/TP E175/SK OVC023-TOP035/RM DURD RWY 24. ZLA CWSU
 LAX UA /OV KLAX/TM 1416/FL022/TP N712/SK OVC022-TOP031/RM DURD RWY 25. ZLA CWSU
TOA UA /OV TOA215003/TM 1524/FL033/TP C182/SK OVC019-TOP031/RM ZLA CWSU
 CMA UA /OV CMA/TM 1608/FL017/TP DA40/SK OVC017 TOPS032

NWS Forecast –

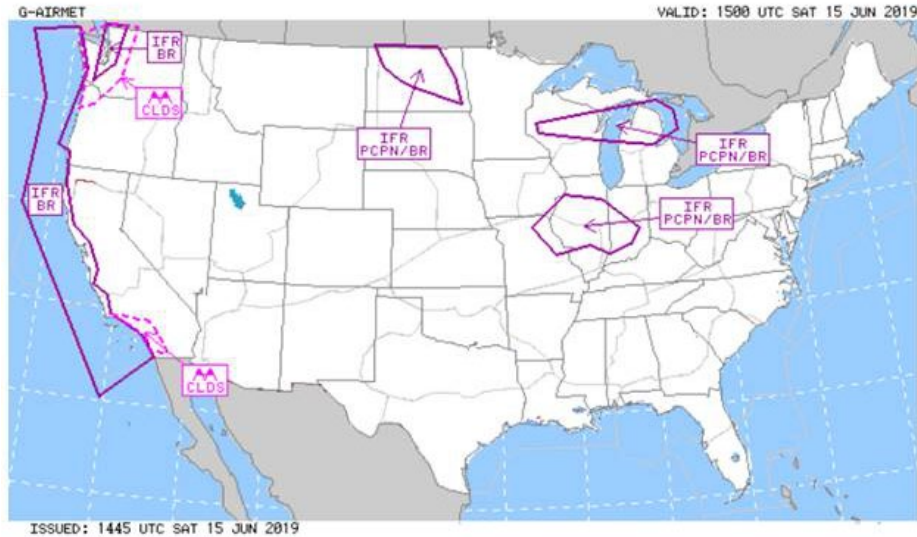
Winds Aloft Forecast (FD) – forecast current for the route was as follows:

WINDS ALOFT FORECASTS
 DATA BASED ON 151200Z
 VALID 151800Z FOR USE 1400-2100Z. TEMPS NEG ABV 24000
 FT 3000 6000 9000 12000 18000 24000 30000 34000 39000
 ONT 9900 1105+21 1607+15 1405+07 3114-07 3022-20 293136 294245 286256
 WJF 9900+20 1208+16 1605+08 3111-08 3019-21 292936 283946 286156
 SBA 3305 3614+19 3506+15 9900+08 3013-07 2923-20 282936 274146 275956
 SAN 1105 9900+22 1606+15 9900+08 3115-06 3024-19 293535 294844 286056

NWS Inflight Weather Advisories – The NWS had AIRMET Sierra current for IFR conditions and mountain obscuration along the California coastal region, which bordered the accident site. No

SIGMETs, Convective SIGMETs, or CWA's.

SIERRA 2019-06-15 15:00:00



Advisory issued at 0245 PDT:

WAUS46 KPCI 150845

-SFOS WA 150845

AIRMET SIERRA UPDT 1 FOR IFR AND MTN OBSCN VALID UNTIL 151500

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AIRMET IFR...OR CA AND CSTL WTRS

FROM 70WNNW OED TO 20ESE FOT TO ENI TO 20ESE OAK TO 50SE SNS TO
20NW RZS TO 20S LAX TO 20S MZB TO 220SW MZB TO 140WSW FOT TO
150WNNW FOT TO 70WNNW OED

CIG BLW 010/VIS BLW 3SM BR. CONDS CONTG BYD 15Z THRU 21Z.

.

AIRMET MTN OBSCN...CA

FROM 60WSW HEC TO 30WNNW TRM TO 50ESE MZB TO 30S MZB TO 20ESE RZS
TO 60WSW HEC

MTNS OBSC BY CLDS. CONDS CONTG BYD 15Z ENDG 18-21Z.

Update issued at 0845 PDT current at time of accident:

WAUS46 KPCI 151445

-SFOS WA 151445

AIRMET SIERRA UPDT 2 FOR IFR AND MTN OBSCN VALID UNTIL 152100

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AIRMET IFR...WA OR CA AND CSTL WTRS

FROM 20NNW TOU TO 20SE HQM TO 20WNNW ONP TO 60W OED TO 20NNE FOT
TO 50SE FOT TO 20NNE SNS TO 20WNNW RZS TO 40ESE LAX TO 20SE MZB
TO 220SW MZB TO 140WSW FOT TO 110WNNW ONP TO 140W TOU TO 20NNW TOU
CIG BLW 010/VIS BLW 3SM BR. CONDS CONTG BYD 21Z THRU 03Z.

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*AIRMET MTN OBSCN...CA
FROM 20W RZS TO 50WSW HEC TO 50S TRM TO 20SE MZB TO 20SSE LAX TO 20W RZS
MTNS OBSC BY CLDS. CONDS CONTG BYD 21Z THRU 03Z.
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Summary – satellite and sounding indicated low stratiform clouds over the area likely associated with the Marine layer, which caused local IFR conditions and mountain obscuration conditions over the area. AIRMETs for the conditions were in effect. Closest weather reporting location reported MVFR conditions with overcast clouds at 1,300 ft agl. Conditions were likely lower in the higher elevation of the accident site, with higher terrain obscured by clouds.

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