Factual Report – Attachment 20

A record of conversation with the manager of FWB.

METEOROLOGY

DCA18MM028

Submitted by: Mike Richards
NTSB, AS-30

RECORD OF CONVERSATION

Date:	**July 26, 2018**
Time:	**about 1200-1240 central daylight time**
Location:	**Telephone**
Person Contacted:	**Mr. Don Rogers**
Persons Present:	**Mr. Mike Richards, National Transportation Safety Board** **Mr. Kelsey Angle, National Weather Service**
Subject:	**Accident Investigation DCA18MM028**

On July 26, 2018, at approximately 1200 central daylight time (CDT), Mr. Mike Richards of the National Transportation Safety Board and Mr. Kelsey Angle of the National Weather Service had a telephone conversation with Mr. Don Rogers, owner of Wells Aircraft and manager of the Branson West Municipal Airport (Emerson Field) in Branson West, Missouri. During the conversation Mr. Rogers reported the following:

On the evening of July 19, 2018, he and his family were at the Cape Fair Marina in Cape Fair, Missouri. They had left their house by boat about 1700 CDT and arrived at the marina about 1730 CDT. During this time, he had checked the weather using sources such as the ForeFlight application on his phone. His assessment, based in part on storm tracking information provided in the ForeFlight application, was that the storm would not impact their location until about 2000 CDT, and he was not overly concerned they would have an issue with the storm. The weather radar information he was viewing did not show a pronounced "wind line" in front of the storm. However, the wind line hit their location about 1800 CDT, and the rain began about 1810 CDT and at 1820 was in the "middle of the storm". He noted the duration of the strong winds was between 5-10 minutes. He was surprised at this and felt fortunate that their boat had been tied to the dock. The location of the boat was estimated to be about 13 miles northwest of the duck boat accident location [see figure 1]. It did concern him that as a pilot who pays attention to weather that he did not recognize the event unfold at their location as it did. Once the rain began, the storm lasted about 35 minutes, and he was back on the water by about 1900 CDT.

He did not receive any Severe Thunderstorm Warnings on his phone. He normally gets those pushed to him through Accuweather. He believes that the reason he did not receive them is because he has a Kansas phone number and when he travels the services do not catch up to his

location fast enough. He did receive a Severe Thunderstorm Watch via ForeFlight while enroute to Cape Fair.

He first heard about the duck boat accident the following morning. His initial thought was that they should not have been out on the water but acknowledges that he does not know any people with the company. He had concern that if they had been looking through the same weather information he had been the evening before, they may have made the same decision as he did and thought they could conduct operations before the storm came in, but they weren't as fortunate. As a pilot flying he would have given the storm a 50 mile-wide berth and would not have tried to cut in front of it.

He averages about 50 hours on Table Rock Lake per year since 2000. Storms like the one that impacted the duck boat are frequent on Table Rock Lake, and he has got caught on the lake in a storm a few times. July is the worst month. He mentioned that thunderstorms are more widespread in the area during the spring and thunderstorms are more scattered in the summer months. During the summer months, it's not unusual for thunderstorms to occur on a part of the lake and other parts of the lake are not impacted and do not receive rain. Generally, he uses weather.com and his ForeFlight application for weather awareness, but uses other sources as well including the Springfield National Weather Service Facebook page. He usually takes an "average" of information available from his sources to determine weather impacts. He mentioned the time it takes applications to load can be inconvenient. He finds the ForeFlight application the most reliable and uses it 90 percent of the time because it records information and gives him the information he needs. He mentioned the use of a timeline of current weather, past weather and future weather viewed utilizing a radar display and model data. He says a storm track is a very valuable feature in a weather application Other additional useful features desired in an application include: displaying where a storm has been, where it is, and where it's going, alerts and warnings, NOAA-NWS data and timely and reliable data.

Conversation ended at approximately 1240 CDT.

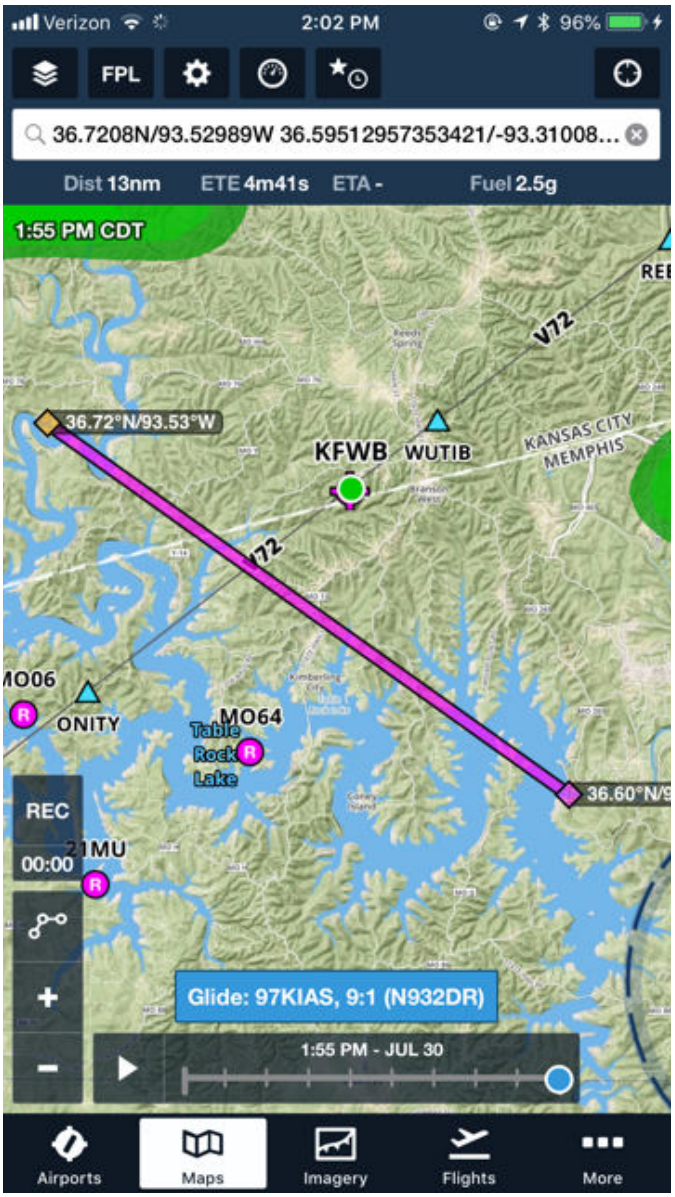

Figure 1 – Screenshot of Mr. Rogers' position (northwest point) and the duck boat accident location (southeast point) provided by Mr. Rogers.

Mike Richards
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Kelsey Angle
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National Weather Service