


**ZOA-ARTCC-0201**  
**N9581C**

**SECTION 3.**

**FAA Form 8020-6, Report of Aircraft Accident, and FAA Form  
8020-6-1, Report of Aircraft Accident (Continuation Sheet)**

<b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION</b>		<b>REPORT DATE</b> October 16, 2008		<b>REPORT NO.</b> ZOA-ARTCC-0201		
<b>REPORT OF AIRCRAFT ACCIDENT</b>		<b>NAME OF REPORTING FACILITY</b> Oakland ARTCC (ZOA)				
<b>1. AIRCRAFT IDENTIFICATION AND TYPE</b> N9581C, P28T		<b>2. DATE/TIME OF ACCIDENT (GMT)</b> October 16, 2008; 1735 UTC		<b>3. LOCATION OF ACCIDENT</b> Woodfords, CA, 2 NM northwest of the Alpine County Airport, Markleeville, CA		
<b>4. NATURE OF ACCIDENT</b> Aircraft crashed on arrival to airport.			<b>5. TYPE OF FLIGHT</b> Pleasure - VFR			
<b>6. FLIGHT CREW</b>	<b>NAME</b>	<b>POSITION</b>	<b>ADDRESS (CITY AND STATE)</b>	<b>UNINJURED</b>	<b>INJURED</b>	<b>FATALITY</b>
	Raymond S. Wieveg	Pilot	Carson City, NV			X
<b>7. PASSENGER DATA</b> (If available, list names, addresses, extent of injuries and other information on continuation sheet.)			<b>NUMBER ABOARD AIRCRAFT</b> 0	<b>NUMBER UNINJURED</b> 0	<b>NUMBER INJURED</b> 0	<b>NUMBER FATALITIES</b> 0
<b>8. AIRCRAFT DAMAGE</b> Substantial			<b>9. PROPERTY DAMAGE</b> None			
<b>10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS</b> Normal						
<b>11. WEATHER DATA</b>	<b>CONDITIONS IN ACCIDENT AREA AT TIME OF ACCIDENT</b> South Lake Tahoe METAR Automated - 0953 PDT: wind calm, visibility one zero statute miles, sky clear, temperature nine, dew point minus four, altimeter three zero three six					
	<b>REPORT JUST PRIOR TO ACCIDENT</b> South Lake Tahoe METAR Automated - 0953 PDT: wind calm, visibility one zero statute miles, sky clear, temperature nine, dew point minus four, altimeter three zero three six				<b>DATE/TIME</b> 10/16/2008 1653 UTC	
	<b>FIRST REPORT SUBSEQUENT TO ACCIDENT</b> South Lake Tahoe METAR Automated - 1053 PDT: wind zero eight zero at zero four knots, visibility one zero statute miles, sky clear, temperature one four, dew point minus seven, altimeter three zero three six				<b>DATE/TIME</b> 10/16/2008 1753 UTC	
<b>12. ATIS PERSONNEL INVOLVED</b>	<b>NAME</b>	<b>FACILITY</b>	<b>OPERATING POSITION</b>	<b>CHECK IF EYEWITNESS</b>		
	Robert J. Moore *(RJ)	ZOA ARTCC	ESUP O			
	Jeffrey H. Hodsdon (JP)	ZOA ARTCC	D44 RA			
	Rodney P. Hooper (RH)	ZOA ARTCC	R44 R			
<b>*Operating Initials</b>						
<b>13. SIGNATURE OF FACILITY MANAGER</b>  <div style="display: flex; justify-content: space-between;"> <span>Michael A. Muhl</span> </div>						

N9581C

 <b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION</b> <b>REPORT OF AIRCRAFT ACCIDENT</b> (Continuation Sheet)	<b>REPORT DATE</b> November 21, 2008	<b>REPORT NO.</b> ZOA-ARTCC-0201
	<b>NAME OF REPORTING FACILITY</b> Oakland ARTCC (ZOA)	
<b>14. CHRONOLOGICAL SUMMARY OF FLIGHT</b>		
October 16, 2008		
ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED		
<p>1716 N9581C checked on Oakland Center sector 44's frequency for VFR flight following</p> <p>1717 The sector 44 controller issued a beacon code to N9581C, radar identified the aircraft and issued the Reno altimeter.</p> <p>1725 N9581C advised that the engine on his aircraft is missing real bad and that he is returning to Minden. The controller advised N9581C of the closest airport being Alpine County at eleven o'clock and 10 miles. The pilot advised he is going to continue on to Minden.</p> <p>1726 The pilot of N9581C advised that he lost power completely and requested the location of the other airport. The controller issued the location, elevation and runway information for Alpine County.</p> <p>1727 The controller asked if the pilot had the airport in sight, verifying the airports location. The pilot advised he was looking.</p> <p>1728 N9581C when asked, stated his altitude was eleven thousand, eight hundred. The controller continued to give the location of the airport; however, N9581C did not have the airport in sight.</p> <p>1729 The controller advised that he lost radar contact with N9581C and did he have the airport in sight. There was no response so the controller contacted QXE443 to assist in relaying transmissions.</p> <p>1730 QXE443 advised that N9581C could hear the sector controller. The controller relayed through QXE443 to have N9581C call the flight services station when he gets on the ground. N9581C relayed that he would do his best.</p>		
No More Follows		

ZOA-ARTCC-0201  
N9581C

SECTION 9.  
Transcriptions of Voice Recordings



# Federal Aviation Administration

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## Memorandum

Date: January 16, 2009  
To: Aircraft Accident File ZOA-ARTCC-0201  
From: Oakland Air Route Traffic Control Center  
Subject: INFORMATION: Partial Transcript  
Aircraft Accident, N9581C  
Woodfords, CA, October 16, 2008

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This transcription covers the Oakland Air Route Traffic Control Center (ARTCC) D44 RA position for the time period from October 16, 2008, 1711 UTC, to October 16, 2008, 1725 UTC.


Agencies Making Transmissions

N9581C, P28T  
D44  
R44

Abbreviations

N9581C  
RA44  
R44

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N9581C.

  
Daniel A. Freeman  
Support Specialist  
Oakland ARTCC

1711  
(1712-1715)  
1716  
1716:38      N9581C      oakland center arrow niner five eight one charlie  
request  
  
1716:46      RA44      last calling center say again  
  
1716:48      N9581C      oakland center arrow niner five eight one charlie  
request  
  
1716:51      RA44      november niner eight one charlie go ahead  
  
1716:54      N9581C      oakland center uh arrow niner five eight one charlie

we're at uh twelve thousand nine hundred uh ten miles to the south of minden airport going direct to camarillo that's charlie mike alpha (unintelligible) three thousand five hundred uh request v f r flight following

1717

1717:10 RA44 november niner five eight one charlie squawk three three uh three seven ident

1717:16 N9581C three three three seven ident for eight one charlie

1717:41 RA44 november niner five eight one charlie uh radar contact one zero miles south of the um minden airport the reno altimeter three zero three three say your type aircraft destination

1717:51 N9581C three zero three three for eight one charlie uh aircraft is a papa two eight tango slant golf destination is camarillo that's charlie mike alpha

1718:00 RA44 roger and say again the type aircraft

1718:02 N9581C it's a papa two eight tango slant golf a piper arrow

1718:06 RA44 roger understand you're an arrow uh okay thanks

1718:35 RA44 all right have you previewed

1718:38 R44 uh i have previewed i have a question on the big board though

1718:41 RA44 okay

1718:42 R44 what is a t c alert

1718:44 RA44 we have no idea but i know that norcal couldn't hear a v f r because they had some frequency issues when that popped up so i'm thinking it's something to do with their frequencies

1718:52 R44 hmm

1718:53 RA44 but it's an alert but they haven't really bothered to

...  
tell us what it is

1718:56 R44 hmmm

1718:57 RA44 they just put it up there hoping someone will read it

1719:00 R44 well i read it i don't understand it though

1719:02 RA44 yeah well that's why they don't come down here and tell us because then they'd have to explain it alright other than that everything is working like i said norcal had some frequency issues umm got no bad rides no deviations you've got uh nothing to be coordinated right now and uh no flow special use airspace or special activities traffic he is v f r to twin bridges montana he is going to camarillo you've got a november five kilo hotel standing by he is direct mina new player flashing at you and uh uh good that's your overdue aircraft you had one guy that was overdue but that's him he's a helicopter going to tahoe so i think you can terminate him

1719:42 R44 okay

1719:43 RA44 questions

1719:44 R44 got it  
1720  
{1721-1724}  
1725

End of Transcript



# Federal Aviation Administration

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## Memorandum

Date: January 16, 2009  
To: Aircraft Accident File ZOA-ARTCC-0201  
From: Oakland Air Route Traffic Control Center  
Subject: **INFORMATION:** Partial Transcript  
Aircraft Accident, N9581C  
Woodfords, CA, October 16, 2008

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This transcription covers the Oakland Air Route Traffic Control Center (ARTCC) R44 R position for the time period from October 16, 2008, 1713 UTC, to October 16, 2008, 1736 UTC.

### Agencies Making Transmissions

Oakland ARTCC R44  
Oakland ARTCC D44  
N9581C, P28T  
UNKNOWN  
QXE443, HORIZON AIRLINES, INC. (SEATTLE,  
WA)

### Abbreviations

R44  
RA44  
N9581C  
UNKNOWN  
QXE443

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N9581C.

A handwritten signature in black ink, which appears to read "Daniel A. Freeman", is written over a solid black rectangular redaction box.

Daniel A. Freeman  
Support Specialist  
Oakland ARTCC

1713  
(1714-1717)  
1718

1718:38 R44 uh i have previewed i have a question on the big board  
though

1718:41 RA44 okay

1718:42 R44 what is a t c alert

1718:44 RA44 we have no idea but i know that norcal couldn't hear a v  
f r because they had some frequency issues when that



popped up so i'm thinking it's something to do with  
their frequencies

1718:52 RA44 hum

1718:53 RA44 but it's an alert but they haven't really bothered to  
tell us what it is

1718:56 R44 hum

1718:57 RA44 they just put it up there hoping someone will read it

1719:00 R44 well i read it i don't understand it though

1719:02 RA44 yeah well that's why they don't come down here and tell  
us because then they'd have to explain it alright other  
than that everything is working like i said norcal had  
some frequency issues umm got no bad rides no deviations  
you've got uh nothing to be coordinated right now and uh  
no flow special use airspace or special activities  
traffic he is v f r to twin bridges montana he is going  
to camarillo you've got a november five kilo hotel  
standing by he is direct mina new player flashing at you  
and uh uh good that's your overdue aircraft you had one  
guy that was overdue but that's him he's a helicopter  
going to tahoe so i think you can terminate him

1719:42 R44 okay

1719:43 RA44 questions

1719:44 R44 got it

1720  
(1721-1724)  
1725

1725:16 N9581C oakland center uh uh nine uh november niner eight one  
charlie i've got a engine problem i'm headed back for  
minden eight one charlie

1725:23 R44 november nine five uh eight one charlie roger and uh is  
the engine still running or is it uh completely gone

1725:30 N9581C engine's still running it just kind of started missing  
real bad i'm heading back to the airport i'll make it  
eight one charlie

1725:35 R44 roger that (unintelligible)

1725:39 R44 november eight one charlie uh you do have alpine county if you need it just eleven o'clock and ten miles

1725:44 N9581C i'm gonna yeah i'm i'm gonna try for minden i'll head for alpine if i get closer and it starts missing again eight one charlie

1725:50 R44 roger

1726:23 N9581C oakland center give me that airport again i'm i just lost power completely eight one charlie

1726:28 R44 november eight one charlie the uh airport eleven o'clock and about five miles alpine county

1726:35 N9581C eleven o'clock and five miles looking for it can you give me the uh the (unintelligible) eight one charlie

1726:39 R44 november eight one charlie say again please

1726:42 N9581C give me the uh the call sign again for eight one charlie

1726:44 R44 it is alpine county uh elevation uh five thousand eight six seven uh hard surface forty four hundred feet uh runways one seven and three five

1726:55 N9581C can you give me the identifier so i can put it in my g p s eight one charlie

1726:58 R44 uh mike four five mike four five

1727:30 R44 november eight one charlie do you have the airport in sight

1727:33 N9581C no i don't eight one charlie

1727:42 R44 november eight one charlie uh eleven to twelve o'clock and uh four miles for the airport

1727:49 N9581C (unintelligible) twelve o'clock four miles still looking  
eight one charlie

1728:27 R44 uh nine five eight one charlie say your altitude

1728:30 N9581C altitude's twelve thousand uh eleven thousand eight  
hundred feet eight one charlie

1728:33 R44 november eight one charlie roger and i'm sorry did you  
say you completely lost your engine or is it still  
running

1728:39 N9581C i've pretty much completely lost it i'm have to make it  
in eight one charlie

1728:42 R44 november eight one charlie roger airport is twelve  
o'clock and uh about two to three miles

1728:49 N9581C twelve o'clock two to three miles we're looking for it  
eight one charlie and it's five thousand seven hundred  
feet

1728:54 R44 november eight one charlie say again please

1728:56 N9581C the airport is it five thousand seven hundred feet eight  
one charlie

1728:59 R44 affirmative

1729:01 N9581C still looking for it eight one charlie

1729:02 R44 five thousand eight hundred and sixty seven is on the uh  
altitude for the airport five eight six seven for the  
altitude of the airport

1729:25 N9581C (unintelligible) eight one charlie

1729:46 R44 november eight one charlie i've lost radar contact with  
you um do you have the airport in sight yet

1729:54 UNKNOWN (unintelligible)

ZOA-ARTCC-0201  
N9581C

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...

1729:58 R44 horizon four forty three oakland

1730:01 QXE443 four forty three go ahead sir

1730:03 R44 yeah can you see if you could raise uh november eight  
one charlie for me i uh think he just dropped below my  
uh radio coverage and you ask him if he's got the  
airport

1730:11 UNKNOWN he's (unintelligible) got it

1730:14 QXE443 uh he's just said that he's got it so he must be reading  
you or are you reading him horizon four forty three

1730:20 R44 um i'm not reading him if you could answer  
(unintelligible) or listen to his readback november  
eight one charlie would you please contact uh flight  
service um once you on the ground let us know you  
arrived safely

1730:35 QXE443 eight one charlie did you get that

1730:38 QXE443 okay he wants you to call flight service when you get on  
the ground uh to let them know you guys got there



1730:45 QXE443 all right thanks a lot uh center horizon four forty  
three said he'll do his best



1730:50 R44 horizon four forty three thank you  
1731  
(1732-1735)  
1736

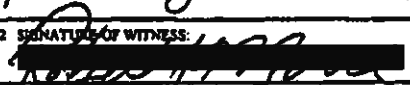
End of Transcript

**ZOA-ARTCC-0201**  
**N9581C**

**SECTION 10.**  
**FAA Form 8020-26, Personnel Statements**

 <b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION</b>  <b>PERSONNEL STATEMENT</b>		1. NAME OF REPORTING FACILITY: Oakland ARTCC	2. REPORT NUMBER: 20A-ARTCC-0201
		3. AIRCRAFT IDENTIFICATION AND TYPE: N9581C, PA 28R	
4. LOCATION OF ACCIDENT/INCIDENT: Woodford, CA	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): 10/16/08, 1735 UTC	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): JEFFREY H. HOODSON (JP)	8. TITLE: ATCS	9. POSITION AND TIME (UTC): 044 1556-1719 UTC	
10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.			
11. TEXT OF STATEMENT: <input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL I HAVE REVIEWED THE VOICE RECORDING OF THE INCIDENT AND FOUND IT TO BE ACCURATE. I DO NOT RECALL THE EQUIPMENT CONFIGURATION THEREFORE AN OPERATIONAL EQUIPMENT CONFIGURATION IS NOT INCLUDED AS PART OF MY STATEMENT.			
12. SIGNATURE OF WITNESS: 		13. DATE OF SIGNATURE: 10-16-08	

 <b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION</b>  <b>PERSONNEL STATEMENT</b>		1. NAME OF REPORTING FACILITY: Oakland ARTCC	2. REPORT NUMBER: ZOA-ARTCC-0201
		3. AIRCRAFT IDENTIFICATION AND TYPE: N9581C, PA 28R	
4. LOCATION OF ACCIDENT/INCIDENT: Woodford, CA	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): 10/16/08, 1735 UTC	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): Rodney P. Hooper (RH)	8. TITLE: ATCS	9. POSITION AND TIME (UTC): R44 1721-1827 UTC	
10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.			
11. TEXT OF STATEMENT:		<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL	
<p>I have reviewed the voice and Radar replays of the incident and found them to be accurate.</p> <p>I do not recall the equipment configuration, therefore an operational equipment configuration is not included as part of my statement.</p>			
12. SIGNATURE OF WITNESS: 		13. DATE OF SIGNATURE: Oct 16, 2008	

<b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT</b>		1. NAME OF REPORTING FACILITY: Oakland ARTCC	2. REPORT NUMBER: ZOA-ARTCC-0201
		3. AIRCRAFT IDENTIFICATION AND TYPE: N9581C, PA 28R	
4. LOCATION OF ACCIDENT/INCIDENT: Woodford, CA	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): 10/16/08, 1735 UTC	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): Robert J Moore (RJ)	8. TITLE: FLM	9. POSITION AND TIME (UTC): ESUP 1245-1804 UTC	
10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.			
11. TEXT OF STATEMENT		<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL	
<p> <sup>Kevin</sup>  <del>Kevin</del> Benotti advised me that Rod Hooper working Sec 44 had a VFR pilot with a possible emergency at about 1726Z. I plugged into the overhead and began monitoring the frequencies. N9581C indicated that his engine was running rough. Rod Hooper gave the pilot his position to the Alpine County Airport and information concerning airport elevation and runways. N9581C dropped below radio coverage. At about 1728Z, I informed the OMIC all the information that I had. I then checked the airport directory to check for an FBO phone number. I reported to the OMIC that I didn't have a phone number or contact for Alpine County Airport. The OMIC looked-up a phone number and called the airport manager at about 1731Z. I returned to the Area.          I do not recall the equipment configuration therefore an operational equipment configuration is not included as part of my statement.       </p>			
12. SIGNATURE OF WITNESS: 		13. DATE OF SIGNATURE: 10/16/08	



**ZOA-ARTCC-0201**  
**N9581C**

**SECTION 11.**  
**Weather Products**



# Federal Aviation Administration

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## Memorandum

Date: November 20, 2008

To: Aircraft Accident File ZOA-ARTCC-0201

From:  R. Randall Park, Air Traffic Manager  
Oakland Air Route Traffic Control Center

Subject: Weather Certification,  
Aircraft Accident, N9581C  
Woodfords, CA, October 16, 2008

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I certify that this is a true copy of the original, which was available to the controller.

METAR KTVL 161753Z AUTO 08004KT 10SM CLR 14/M07 A3036 AO2 SLP255  
T01391067 10139 21039 50002

METAR KTVL 161653Z AUTO 00000KT 10SM CLR 09/M04 A3036 AO2 SLP264  
T00941044