



National Transportation Safety Board

**Office of Aviation Safety
Washington, D.C. 20594-2000
October 4, 2017**

**ATTACHMENT 5 to the METEOROLOGY FACTUAL REPORT
CEN17FA168**

Initial email summarizing a Boeing 737's flight crew's description of encountered weather near AMA on the night of the accident.

*Submitted by: Mike Richards
NTSB, AS-30*

From: [REDACTED]@faa.gov [mailto:[REDACTED]@faa.gov]

Sent: Tuesday, May 23, 2017 11:54 AM

To: Lindberg Joshua <[REDACTED]@ntsb.gov>

Cc: [REDACTED]@faa.gov; Frantz Marvin <[REDACTED]@ntsb.gov>

Subject: AMA PC-12 CEN17FA168 [REDACTED] Flight Crew Info

Hello Josh,

I just spoke to [REDACTED] Captain [REDACTED] B-737-800 departed KAMA ([REDACTED]) and departed shortly thereafter.

They were concerned for the weather in the area. They experienced moderate to heavy turbulence during the climb-out and there were isolated storm cells to the east.

The Captain ([REDACTED]) said there was some drizzle as they taxied out. They were concerned for ice and storms in the area. They were ferrying a B-737-800 that had been recently painted.

They didn't experience ice but they deviated for weather as they departed to the east. The Captain said, "it wasn't the worst turbulence he had been in, but it was close."

The First Officer of [REDACTED], confirmed the moderate to heavy turbulence from the time they departed until climbing through 10,000, was some of the worst turbulence he had experienced. The RADAR was solid Green and they deviated around some yellows.

The first officer didn't see the aircraft (PC-12) depart but heard on the radio ATC lost communication with the aircraft and saw a fireball. The runways were closed and later reopened.

Both telephone interviews were conducted on May 23, 2017. The [REDACTED] Captain contacted me around 10:30am CDT and the First Officer contacted me around 11:00 am CDT.

Gordon D. Morris

Aviation Safety Inspector

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