

## Obregon Jose

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**From:** Richards Michael  
**Sent:** Thursday, July 14, 2011 4:35 PM  
**To:** Obregon Jose  
**Cc:** Bartlett Daniel  
**Subject:** wx airport obs for KOPF

METAR KOPF 121653Z 12008KT 10SM BKN039 OVC046 31/24 A3005 RMK AO2 SLP177 T03110244  
SPECI KOPF 121726Z 34015G20KT 8SM RA OVC037 29/26 A3005 RMK AO2 RAB23 P0001  
METAR KOPF 121753Z 01015G20KT 2 1/2SM +RA BR SCT009 OVC035 27/24 A3005 RMK AO2 PK WND 32030/1731  
RAB23 SLP175 P0039 60039 T02670244 10322 20267 58004

At 1653Z, the human augmented (is this true?) wx obs indicated wind from 120° at 8 knots

At 1726Z, the human augmented (is this true?) wx obs indicated wind from 340° at 15 knots, gusts to 20 knots in rain

Exact accident time will assist here

High-res ASOS data indicates 5-second average **MAX** wind:

1718Z 338° 4 knots  
1719Z 353° 4 knots  
1720Z 342° 3 knots  
1721Z 011° 6 knots  
1722Z 005° 7 knots  
1723Z 334° 10 knots  
1724Z 347° 15 knots  
1725Z 348° 17 knots  
1726Z 336° 20 knots  
1727Z 336° 21 knots  
1728Z 334° 20 knots  
1729Z 331° 21 knots  
1730Z 311° 22 knots  
1731Z 320° 30 knots

TDWR radar indicated strong convection popping up and down and likely heavy rain northwest of airport during these times. Lightning was not detected until after accident time, it was in-cloud and very scarce. TDWR velocity data identifies possible microburst and diverging winds near surface around 1720-1725Z northwest of KOPF. Wind magnitudes are not "extreme" and the KOPF high res data identifies a shifting wind but no sudden increase in wind magnitudes prior to 1730Z.