



MEMORANDUM FOR RECORD

Heidi Moats
Air Safety Investigator
Eastern Region Aviation

November 13, 2014

Subject: Weather the Day of the Accident
Who: Michael Dows – FAA Inspector

In an email, Inspector Dows stated the following:

"Up to about an hour before launch many participants and the event organizer told me that they thought that that evening's launch would cancel due to weather. The mandatory (by the event organizer) safety briefing comprehensively covered the convective activity in the area and area forecast to include local airports. A displayed radar overlay showed building showers to the west, these were affecting the area weather, but not in the immediate vicinity until after the accident. Wind conditions were measured on site several times prior to launch to establish a trend. I recall winds were slowly decreasing, from initially about 12 knots to some as low as 6 knots at the surface, from about 200°. Winds aloft, (estimated by piball launches) showed winds by 1000' increasing in velocity and shifting the course right, coming from about 220°. As the piball climbed it quickly moved downrange, confirming strong higher level winds."