Docket No. SA-509

Exhibit No. 5-B

NATIONAL TRANSPORTATION SAFETY BOARD

Washington D.C.

Meteorological Data B

Index

STATEMENT

National Weather Service Office
Charlotte Douglas International Airport
Charlotte, North Carolina 28208
July 02,1994

The following is a report concerning the aircraft accident at Charlotte Douglas International Airport. The accident occurred on July 2, 1994, at approximately 1745 Eastern Standard Time (EST).

My name is John Welch. I am employed as a Weather Service Specialist at the Weather Service Office, Charlotte, North Carolina.

All times are in Eastern Standard Time (EST). To convert to Eastern Daylight Time (EDT) add one hour.

The usual point for observing the weather is on the roof of the weather office. The instruments for temperature, wind, altimeter setting, ceiling, and precipitation are located inside the weather office at the observer's console. The instruments' sensors are located about 500 feet northwest of the weather office, just past the fence on Airport property. They are connected to the office through power lines.

Some visibility markers are the NCNB building in downtown Charlotte which is about six miles east of the airport and the WBTV Towers are little more than 6 miles to the south of the airport. The control tower at Charlotte Airport is one miles northwest of the weather office. The light on top of the old terminal at Charlotte Airport is about one half mile to the west of the weather office.

The temperature and dew point readings are taken from the hygrothermometer at the observers console.

The wind speed and wind direction readings are observed at the observer's console from the wind speed and direction indicators. We also have a gust recorder, which charts a continuous record of wind speed in knots.

The ceiling is measured by the Laser Beam Ceilometer which can measure cloud heights from the ground up to 12,000 feet above the ground.

The rain fall is measured from the weighing gauge on the roof of the weather office and the rate of rain fall is observed from the multi-recorder in the observer's console. The multi-recorder records sunshine and rain fall from the tipping bucket located on the roof.

The altimeter setting indicator shows the pressure in inches of mercury at the observer's console.

The runway visual range charts, which are maintained by the FAA, are for runways 36 left and 05.

At 1733 EST, I heard thunder while I was inside the weather office. I went to my usual observation point, which is on the roof of the weather office. I observed cloud to ground lightning just to the north of the office and heard thunder. I returned to the weather office to take a special observation because of the thunderstorm.

At 1736 EST, I recorded my first special observation. I observed the following elements. The ceiling from the laser beam cCeilometer was measured at 4500 feet above above ground level with about six tenths of the sky covered with clouds. The visibility was 6 miles. A thunderstorm was occurring at the time along with a Light rain shower which started at 1734 EST. We also had haze which began at 1445 EST. The wind was from the south at 9 knots which is 10 miles an hour. The altimeter setting was 30.02 inches (taken from the altimeter setting at the observer's console). In the remarks section of the observation, I observed a thunderstorm over the office with occasional cloud to ground lightning.

At 1740 EST, I took another special observation and recorded the following. The ceiling from the laser beam ceilometer was measured at 4500 feet above the ground level. The visibility as reported by the control tower had dropped to one mile in the thunderstorm. The rain shower had increased from light rain to heavy rain. The wind observed from the wind speed and direction indicators at the observer's console was now from the southwest at 11 knots or 13 miles an hour. The altimeter setting was now 30.03 inches. The runway visual range indicator for runway 36 left showed 6000 feet plus and was recorded in the remarks section. (Any time the surface visibility drops to 1 mile or less, the weather service at Charlotte has the responsibility to enter the runway visual range into the remarks section of the surface observation). Also in the remarks section I indicated that the thunderstorm was overhead, and I again observed cloud to ground lightning.

At 1750 EST, I took my normal hourly record observation. At this time I observed a ceiling at 4500 feet with one mile visibility. The thunderstorm was still occurring with a heavy rain shower and haze. The temperature as observed from the hygrotherometer was 77 degrees and the dew point was 73 degrees. The wind was from the east at 5 knots or 6 miles an hour. The altimeter setting was 30.02 inches. In the remarks section the runway visual range indicator for runway 36 left showed 6000 feet plus. I also ~~showed~~

that the thunderstorm began at 33 minutes past the hour. I observed the thunderstorm to be north of the weather office with occasional in cloud and cloud to ground lightning. I also observed breaks in the overcast and showed that the rain began 34 minutes past the hour.

At 1803 EST, I took a special observation to record the following. I observed that the ceiling was now estimated at 4500 feet with an overcast ceiling at 25,000 feet. The visibility had increased from 1 mile to 5 miles with haze. The wind was observed to be from the east northeast at 5 knots or 6 mph. The altimeter setting indicator indicated the pressure was 30.02 inches. In remarks, I showed that the thunderstorm ended 1 minute past the hour and had moved to the north. The rain also ended at 1 minute past the hour.

Some other points I observed or completed are:

At around 1738 EST, I noticed the airport fire trucks going out onto the field.

At around 1750 EST, I called control tower on the hot line and asked them if there was a problem on the field. the controller commented that he could not give out any information.

At around 1800 EST again on the hot line, I called the tower to check on the visibility. They said for me to go with the prevailing visibility which at that time had increased to around 5 miles. I also asked them again if there was a problem on the field. Again they said that they could not give out any information. Also around this time I could see a large plume of black smoke just west of the airport.

At 1811 EST, I called the Forecast Office in Raleigh North Carolina to inform them of a possible airplane crash.

At 1815 EST, I started to time check the instruments. This is part of a set of instructions we have to follow in case of an aircraft accident.

At around 1828 EST the forecast office in Raleigh called back and said Atlanta called to report that a plane did crash.

At 1830 EST, I took and recorded a regular radar observation.

Between 1830 on July 2nd and 0200 EST on July 3, 1994, I called in extra help along with the Electronics Technician to check instruments. I also gathed as much as possible the information needed for the investigation of the aircraft accident.

John P Welch [redacted]
WSS WSO Charlotte, NC

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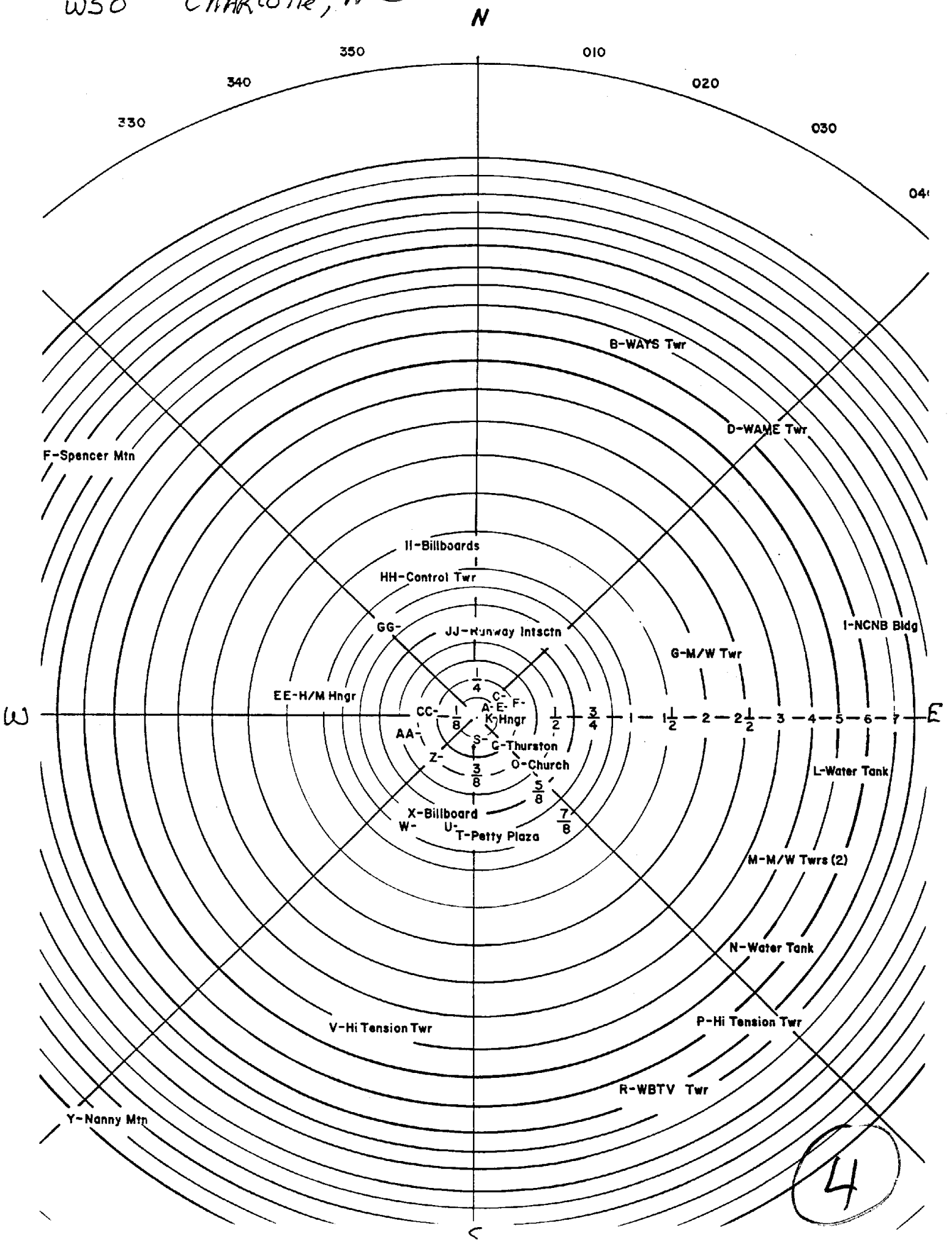
WSO CHARLOTTE, NC



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NATIONAL WEATHER SERVICE
CHARLOTTE, NC

SURFACE WEATHER OBSERVATIONS
PRELIMINARY MF1-10A

JULY 2, 1994
TO CONVERT LST TO GMT
ADD 05 HRS. SUBTRACT HRS.

TY	TIME (LST)	SKY AND CEILING (HUNDREDS OF FEET)	VSBY SFC (MILES)	WEATHER AND OBSTRUCTIONS TO VISION	SEA LEVEL PRESS (MBS)	TEMP (DF)	DEW PT. (DF)	WIND DIR (0-36)	WIND SPD (KTS)	CHA RAC TER	ALT SET (INS)	REMARKS AND SUPPLEMENTAL CODED DATA	OBSR INTS
1	2	3	4	5	6	7	8	9	10	11	12	13	15
		SA 0053 250-SCT	7		162	75	70	16	05		004	702 1001 92	
		72314 32961 31605 10239 20211 39893 40162 57002 80001 333 10333 20217 79999 555 90206 (GUYO											
		SA 0150 250-SCT	7		157	74	70	17	04		003		
		SA 0250 250-SCT	5	F	152	73	70	18	04		001	98637	
		SA 0354 250-SCT	4	F	155	72	70	00	00		002	507 1001	
		SA 0450 20SCT90SCTE250BKN	4	F	159	73	71	00	00		003		
		SA 0550 20SCTM50BKN250BKN	4	F	165	73	71	00	00		005		
		SA 0650 15SCT250-BKN	4	F	172	75	71	00	00		007	215 1601 72	
		72314 31456 50000 10239 20217 39902 40172 52015 71020 81601 333 10333 20222 555 90212 (GUY1											
		SA 0751 CLR	5	H	175	78	71	21	04		008		
		SA 0851 250-SCT	5	H	177	81	72	24	06		008		
		SA 0951 250-SCT	5	H	180	85	69	00	00		009	FEW CU/ 208 1101	
		SA 1051 34SCT250-SCT	6	H	174	86	68	31	08		008		
		SA 1152 38SCT250-SCT	6	H	173	87	65	21	06		007		
		SA 1250 45SCT	7		169	89	66	18	08		006	CB E DRFTG NE/ 710 1300 72	
		72314 31661 21808 10317 20189 39900 40169 57010 70500 82300 333 10317 20222 555 90218 (JS17											
		SA 1354 50SCT	8		164	89	66	21	07		005		
		SA 1452 50SCT	6	H	159	90	66	22	06		003		
		SA 1551 50SCT	6	H	157	90	66	24	08		003	612 1200	
—		SA 1651 50SCT	6	H	154	88	67	15	08		002		
—		SP 1736 M45BKN	6	TRW-H				17	09		002	T OVHD OCNL LTGCG	
—		SP 1740 M45OVC	1	TRW+H				22	11		003	R36LCV60+/T OVHD OCNL LT GCG	
—		SA 1750 M45OVC	1	TRW+H	157	77	73	08	05		002	R36LVR60+/T833 TN OCNL L TG1CCG/B1NDVC/R834	
		SP 1803 E45BKN250OVC	5	H				06	05		002	TE01 MOVD N/RE01	
		SA 1852 50SCTE250BKN	6	H	158	81	72	16	06		003	TE01 T MOVD N/RE01/ 5003 3 1208 91	
		72314 11759 61606 10272 20222 39888 40158 55000 60081 72911 83208 333 10328 20222 70084 90910 555 90300 (JW00											
		SA 1950 250-BKN	8		163	79	71	14	04		004		
		SA 2051 250-SCT	8		168	78	70	14	06		006		
		SA 2150 250-SCT	7		175	77	70	15	03		007	217 1001	
		SA 2250 250-SCT	7		176	77	70	18	06		008		
		SA 2350 250-SCT	7		178	76	70	15	04		008		

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- RNWY 36L (TD)
- 1750 ET why no max/min RVR (when RVR required)
- 1736 to 1740 VSBY 6 to 1 mile Called TWR (why)
- VSBY < 4 miles NWS call TWR TWR calls NWS
- How often does TWR call NWS when VIS. below 4 miles.

NATIONAL WEATHER SERVICE
CHARLOTTE, NC

SURFACE WEATHER OBSERVATIONS
PRELIMINARY MF1-108

JULY 2, 1994
TO CONVERT LST TO GMT
ADD 05 HRS. SUBTRACT HRS.

					TOT	[.....CLOUD AND OBSCURING PHENOMENA.....]															TOT		NET		
	STAT	DRY	WET	REL	SKY	[...LAYER 1....]			[...LAYER 2....]			SUM	[...LAYER3....]			SUM	[...LAYER4....]				OPQ	PRE	3HR	SUN	HRLY
TIME	PRES	BULB	BULB	HUM	COV	[AMT	TYPE	HGT]	[AMT	TYPE	HGT]	TOT	AMT	TYPE	HGT	TOT	AMT	TYPE	HGT		SKY	TEN	CHG	MIN	PCPN (IN)
LST	(INS)	(DF)	(DF)	(%)																				
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
0053	29215	75.0	71.7	84.5	4	4	CI	250												2	7	005		.00
0150	29200	74.0	71.3	87.4	2	2	CI	250												0				.00
0250	29185	73.0	71.0	90.4	3	3	CI	250												0				.00
0354	29195	72.0	70.7	93.5	3	3	CI	250												1	5	020		.00
0450	29205	73.0	71.7	93.5	9	2	SC	20	3	AC	90	5	6	CS	E250	9				9				.00
0550	29220	73.0	71.7	93.5	8	2	ST	20	4	SC	M 50	6	6	CI	250	8				8				.00
0650	29240	75.0	72.3	87.4	6	1	ST	15	6	CI	250	6								2	2	045		.00
0751	29250	78.0	73.2	79.2	0															0				.00
0851	29255	81.0	74.8	74.2	3	3	CI	250												0				.00
0951	29265	85.0	74.1	58.8	4	0	CU	25	4	CI	250	4								0	2	025		.00
1051	29250	86.0	73.8	55.1	5	1	CU	34	4	CI	250	5								1				.00
1152	29245	87.0	72.3	48.0	5	2	CU	38	3	CI	250	5								2				.00
1250	29235	89.0	73.4	46.7	2	0	CB	35	2	CU	45	2								2	7	030		.00
1354	29220	89.0	73.4	46.7	2	2	CU	50												2				.00
1452	29205	90.0	73.7	45.2	4	4	CU	50												4				.00
1551	29200	90.0	73.7	45.2	3	3	CU	50												3	6	035		.00
1651	29190	88.0	73.7	49.9	5	5	CU	50												5				.00
1750	29195	77.0	74.3	87.5	10	10	CB	M 45												10				0.33
1852	29200	81.0	74.8	74.2	7	4	CU	50	3	CS	E250	7								6	5	000		T
1950	29215	79.0	73.5	76.6	7	7	CI	250												0				.00
2051	29230	78.0	72.6	76.5	4	4	CI	250												0				.00
2150	29250	77.0	72.3	79.1	2	2	CI	250												0	2	050		.00
2250	29255	77.0	72.3	79.1	3	3	CI	250												1				.00
2350	29260	76.0	72.0	81.8	3	3	CI	250												1				.00

SYNOPTIC OBSERVATIONS

	TIME (LST)	PRECIP (INS)	SNOW FALL (INS)	SNOW DEPTH (INS)	MAX TEMP (DF)	MIN TEMP (DF)	STATE OF GRND	SOIL TEMP (DF)
	42	44	45	46	47	48	50	56
MID TO	0050	0.00	0.0		76	75		
	0050	0.00	0.0	0	79	75		
	0650	0.00	0.0	0	75	72		
	1250	0.00	0.0	0	89	72		
	1852	0.33	0.0	0	91	77		
MID.		0.00	0.0	0	81	76		

STATION PRESSURE COMPUTATIONS

TIME (LST)	STATION PRESSURE	BAROMETER CORRECTION
59	63	65
0050	29.205	+.010
0650	29.265	-.025
1250	29.250	-.015
1852	29.220	-.020

NATIONAL WEATHER SERVICE
CHARLOTTE, NC

SURFACE WEATHER OBSERVATIONS
MFI-103 CONT.

JULY 2, 1994
TO CONVERT LST TO GMT
ADD 05 HRS. SUBTRACT HRS.

(7)

SUMMARY OF THE DAY (MIDNIGHT TO MIDNIGHT)

24HR MAX TEMP (DF)	24HR MIN TEMP (DF)	24HR PRECIP (INS)	24HR SNOW FALL (INS)	SNOW DEPTH (INS)	....PEAK WIND.... SPD (KTS)	DIR	TIME (LST)	.SKY COVER. SR-SS	MN-MN	WATER EQUIV (INS)
66	67	68	69	70	71	72	73	78	79	80
91	72	0.33	0.0	0	17	SW	1739	5	4	

WEATHER & OBSTRUCTIONS TO VISION

TYPE	BEGAN	ENDED
82	83	84
F	0247	0745
H	0715	1200
H	1445	1945
T	1733	1800
RW-	1734	1737
RW+	1737	1801

90. REMARKS, NOTES AND MISCELLANEOUS PHENOMENA

TIME: SUNRISE 0513 SUNSET 1942

TOTAL SUNSHINE (MIN)== 638 % OF POSSIBLE SUNSHINE===== 73 CHARACTER OF SUNRISE== CLEAR CHARACTER OF SUNSET== CLOUDY

FASTEST OBSERVED 1-MINUTE WIND SPEED (MPH)== 13 OR FASTEST MILE (MPH)== DIREC-TION== 22 TIME=1740

TIME CHECK== 0512 // 1227 // 1815 // FASTEST 1 MINUTE WIND 13 MPH: FROM 22 AT 1740

MF1-10A

U.S. DEPARTMENT OF COMMERCE, NOAA
NATIONAL WEATHER SERVICE

Surface Weather Observations

Stn: CLT WBO CHARLOTTE, NC
Date: JUL 02, 1994   To convert LST to UTC: 5

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Type Time Sky&Ceiling Vsby&Wx&Obsrs Slp/Temp/Td/Wnd/Alt/ Remarks&Supplemental CodedData

SA 0053 250 -SCT 7 162/75/70/1605/004/ 702 1001 92 (GUY 05:57Z)

72314 32961 31605 10239 20211 39893 40162 57002 80001 333 10233 20217 79999 555 90206= (GUY05:59Z)

SA 0150 250 -SCT 7 157/74/70/1704/003 (GUY 06:52Z)
SA 0250 250 -SCT 5F 152/73/70/1804/001/ 98637 (GUY 07:50Z)
SA 0354 250 -SCT 4F 155/72/70/0000/002/ 507 1001 (GUY 09:01Z)
SA 0450 20 SCT 90 SCT E250 BKN 4F 159/73/71/0000/003 (GUY 09:51Z)
SA 0550 20 SCT M50 BKN 250 BKN 4F 165/73/71/0000/005 (GUY 10:51Z)
SA 0650 15 SCT 250 -BKN 4F 172/75/71/0000/007/ 215 1601 72 (GUY 11:53Z)

72314 31456 50000 10239 20217 39902 40172 52015 71020 81601 333 10333 20222 555 90212= (GUY11:55Z)

SA 0751 CLR 5H 175/78/71/2104/008 (JS 12:52Z)
SA 0851 250 -SCT 5H 177/81/72/2406/008 (JS 13:52Z)
SA 0951 250 -SCT 5H 180/85/69/0000/009 FEW CU/ 208 1101 (JS 14:52Z)
SA 1051 34 SCT 250 -SCT 6H 174/86/68/3108/008 (JS 15:52Z)
SA 1152 38 SCT 250 -SCT 6H 173/87/65/2106/007 (JS 16:53Z)
SA 1250 45 SCT 7 169/89/66/1808/006/CB E DRFTG NE/ 710 1300 72 (JS 17:52Z)

72314 31661 21808 10317 20189 39900 40165 57010 70500 82300 333 10317 20222 555 90218= (JS17:59Z)

SA 1354 50 SCT 6 164/89/66/2107/005 (JS 18:54Z)
SA 1452 50 SCT 6H 159/90/66/2206/003 (JW 19:52Z)
SA 1551 50 SCT 6H 157/90/66/2408/003/ 612 1200 (JW 20:52Z)
SA 1651 50 SCT 6H 154/88/67/1506/002 (JW 21:52Z)
SP 1736 M45 BKN 6TRW-H 1709/002/T OVHD OCNL LTGCG (JW 22:37Z)
SP 1740 M45 OVC 1TRW+H 2211/003/R36LVR60+/T OVHD OCNL LTGCG (JW 22:42Z)
SA 1750 M45 OVC 1TRW+H 157/77/73/0805/002/R36LVR60+/TB33 T N OCNL LTGICCG/BINOVC/RB34 (JW 22:52Z)
SA COR 1750 M45 OVC 1TRW+H 157/77/73/0805/002/R36LVR60+/TB33 TN OCNL LTGICCG/BINOVC/RB34 (JW 22:55Z)
SP 1803 E45 BKN 250 OVC 5H 0605/002/TE01 MOVD N/RE01 (JW 23:04Z)
SA 1852 50 SCT E250 BKN 6H 158/81/72/1606/003/TE01 T MOVD N/RE01/ 50033 1208 91 (JW 23:56Z)

72314 11759 61606 10272 20222 39882 40158 55000 60081 72911 83208 333 10328 20222 70054 90910 555 90300= (JW00:00Z)

SA 1950 250 -BKN 8 163/79/71/E1404/004 (JS 00:51Z)
SA 2051 250 -SCT 8 165/78/70/1406/005 (JS 01:52Z)
SA 2150 250 -SCT 7 175/77/70/1503/007/ 217 1001 (GUY 02:50Z)
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transm. on MAPSO (to outside interests)

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MF1-10B

U.S. DEPARTMENT OF COMMERCE, NOAA
NATIONAL WEATHER SERVICE

Surface Weather Observations

Station: WSO CHARLOTTE, NC
Date: JUL 02, 1994 To convert LST to UTC: 5

Time	Station Pressure	Dry Bulb	Wet Bulb	[pressure] tend-ency	net chg	Precipitation
-16-	-17-	-18-	-19-	-37-	-38-	-40-
0053	29.215			7	002	
0150	29.200					
0250	29.185					
0354	29.195			5	007	
0450	29.205					
0550	29.220					
0650	29.240			2	015	
0751	29.250					
0851	29.255					
0951	29.265			2	008	
1051	29.250					
1152	29.245					
1250	29.235			7	010	
1354	29.220					
1452	29.205					
1551	29.200			6	012	
1651	29.190					
1750	29.195					
1852	29.200			5	000	
1950	29.215					
2051	29.230					
2150	29.250			2	017	

[CLOUD LAYERS AND OBSCURING PHENOMENA]

	[FIRST]				[SECOND]				[THIRD]				[FOURTH]				[FIFTH]				[SIXTH]				
	Tot.							1st.				2nd.				3rd.				4th				Tot.
Time	Sky Amt		Type	Hgt	Amt	Type	Hgt	Sum	Amt	Type	Hgt	Sum	Amt	Type	Hgt	Sum	Amt	Type	Hgt	Sum	Amt	Type	Hgt	Opq.
-16-	-21-	-22-	-23-	-24-	-25-	-26-	-27-	-28-	-29-	-30-	-31-	-32-	-33-	-34-	-35-									-36-
0053	4	4	CI	250																				2
0150	2	2	CI	250																				0
0250	3	3	CI	250																				0
0354	3	3	CI	250																				1
0450	9	2	SC	20	3	AC	90	5	6	CB	E250	9												9
0550	8	2	ST	20	4	SC	M50	6	6	CI	250	8												8
0650	6	1	ST	15	6	CI	250	6																2
0751	0																							0
0851	3	3	CI	250																				0
0951	4	0	CU	25	4	CI	250	4																0
1051	5	1	CU	34	4	CI	250	5																1
1152	5	2	CU	38	3	CI	250	5																2
1250	2	0	CB	35	2	CU	45	2																2
1354	2	2	CU	50																				2
1452	4	4	CU	50																				4
1551	3	3	CU	50																				3
1651	5	5	CU	50																				5

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1750	10	10	CB	M45						10
1852	7	4	CU	50	3	CS	8250	7		6
1950	7	7	CI	250						0
2051	4	4	CI	250						0
2150	2	2	CI	250						0

Synoptic Observations

Time (LST)	No.	Precip. (ins.)	Snow Fall (ins.)	Snow Depth (ins.)	Max. Temp (°F)	Min. Temp (°F)	State of Grnd.	Soil Temp (°F)	[Station Pressure] [Computations] Barograph	Corr.
-42-	-43-	-44-	-45-	-46-	-47-	-48-	-50-	-56-	-64-	-65-
Mid to 0050		0.00	0.0		76	75				
0050	1	0.00	0.0	0	79	75			29.205	+0.010
0650	2	0.00	0.0	0	75	72			29.265	-0.025
1250	3	0.00	0.0	0	89	72			29.250	-0.015
1852	4	0.33	0.0	0	91	77			29.220	-0.020
Mid.										

Summary of Day (Midnight to midnight)

[TEMPS] Max (°F)	Min (°F)	24-hr Precip (ins.)	24-hr Snow Unmltd (ins.)	Snow Depth (ins.)	[Peak Wind] Spd (kts.)	Dir.	Time (LST)	[Sky Cover] SR-SS	Mid-Mid	Water Equiv. (ins.)	Sun-Rise	Sun-Set	Total Sun	% Psbl	[Fastest Wind] Spd (mph)	Dir.	Time (LST)
-66-	-67-	-68-	-69-	-70-	-71-	72	73-	-78-	-79-	-80-							
								-99			-99	-99					

Weather & Obstruction to Vision

Type	began	end
-82-	-83-	-84-
F	0247	0745
H	0715	1200
H	1445	1945
T	1733	1800
RW-	1734	1737
RW+	1737	1801

90. Remarks, Notes & Miscellaneous Phenomena

Character of Sunrise: Character of Sunset:

Time Check: ///

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```
(*4; CLT/ATCT)....No Answer
Retry unreached terminal(s) (Y/N)? N
Compose message (Y/N)?
Erase current message (Y/N)? Y
Are you sure (Y/N)? Y
(*1; CLT/NWS)
TIME 1852Z 07/02/94 SATURDAY

CLT SA 1854Z 50 SCT 8 89/66/2107/005
JS


Send message (Y/N)?



(A)ll or (T)erminal IDs? A
Sending...
TIME 1852Z 07/02/94 SATURDAY

(*1; CLT/NWSTIME 1852Z 07/02/94 SATURDAY

CLT SA 1854Z 50 SCT 8 89/66/2107/005
JS




(*4; CLT/ATCT)....No Answer
Retry unreached terminal(s) (Y/N)? N
Compose message (Y/N)?
Erase current message (Y/N)? Y
Are you sure (Y/N)? Y
(*1; CLT/NWS)
TIME 1951Z 07/02/94 SATURDAY
CLT SA 1952Z 50 SCT 6H 90/66/2206/003
JW
Send message (Y/N)?
(A)ll or (T)erminal IDs? A

Sending...
TIME 1952Z 07/02/94 SATURDAY

(*1; CLT/NWSTIME 1951Z 07/02/94 SATURDAY
CLT SA 1952Z 50 SCT 6H 90/66/2206/003
JW



Compose message (Y/N)?
Erase current message (Y/N)? Y
Are you sure (Y/N)? Y
(*1; CLT/NWS)
TIME 2050Z 07/02/94 SATURDAY
CLT SA 2051Z 50 SCT 6H 90/66/2408/003
JW
Send message (Y/N)?
(A)ll or (T)erminal IDs? A

Sending...
TIME 2051Z 07/02/94 SATURDAY

(*1; CLT/NWSTIME 2050Z 07/02/94 SATURDAY
CLT SA 2051Z 50 SCT 6H 90/66/2408/003
JW
```

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```
<+4; CLT/ATCT>....No Answer
Retry unreached terminal<s> <Y/N>? N
Compose message <Y/N>?
Erase current message <Y/N>? Y
Are you sure <Y/N>? Y
<+1; CLT/NWS>
TIME 2150Z 07/02/94 SATURDAY
CLT SA 2151Z 50 SCT 6H 88/67/1508/002
JW
Send message <Y/N>?
<A>ll or <T>erminal IDs? A

Sending...
TIME 2150Z 07/02/94 SATURDAY
```

Time due.

```
<+1; CLT/NWSTIME 2150Z 07/02/94 SATURDAY
CLT SA 2151Z 50 SCT 6H 88/67/1508/002
JW



<+4; CLT/ATCT>....No Answer
Retry unreached terminal<s> <Y/N>? N
Compose message <Y/N>?
Erase current message <Y/N>? Y
Are you sure <Y/N>? Y
<+1; CLT/NWS>
TIME 2235Z 07/02/94 SATURDAY
CLT SP 2□
          236Z M45 BKN 6TRW-H 1709/002/
T OVHD OCNL LTGCG
JW

Send message <Y/N>?
<A>ll or <T>erminal IDs? A

Sending...
TIME 2236Z 07/02/94 SATURDAY

<+1; CLT/NWSTIME 2235Z 07/02/94 SATURDAY
CLT SP 2236Z M45 BKN 6TRW-H 1709/002/
T OVHD OCNL LTGCG
JW



Compose message <Y/N>?
Erase current message <Y/N>? Y
Are you sure <Y/N>? Y
<+1; CLT/NWS>
TIME 2240Z 07/02/94 SATURDAY
CLT SP 2240Z M45 OVC 1T■□
                              RW+H 2211/003/
R36LVR60+/ T OVHD OCNL LTGCG
JW
Send message <Y/N>?
<A>ll or <T>erminal IDs? A

Sending...
TIME 2241Z 07/02/94 S( URDAY
```

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```
(*4; CLT/ATCT)....No Answer.
Retry unreached terminal(s) (Y/N)? N
Compose message (Y/N)?
Erase current message (Y/N)? Y
Are you sure (Y/N)? Y
(*1; CLT/NWS)
TIME 2235Z 07/02/94 SATURDAY
CLT SP 2[redacted]
           236Z M45 BKN 6TRW-H 1709/002/
T OVHD OCNL LTGCG
JW

Send message (Y/N)?
(A)ll or (T)erminal IDs? A

Sending...
TIME 2236Z 07/02/94 SATURDAY

(*1; CLT/NWSTIME 2235Z 07/02/94 SATURDA
CLT SP 2236Z M45 BKN 6TRW-H 1709/002/
T OVHD OCNL LTGCG
JW



Compose message (Y/N)?
Erase current message (Y/N)? Y
Are you sure (Y/N)? Y
(*1; CLT/NWS)
TIME 2240Z 07/02/94 SATURDAY
CLT SP 2240Z M45 OVC 1T[redacted]
                                RW+H 2211/003/
R36LVR60+/ T OVHD OCNL LTGCG
JW
Send message (Y/N)?
(A)ll or (T)erminal IDs? A

Sending...
TIME 2241Z 07/02/94 SATURDAY

(*1; CLT/NWSTIME 2240Z 07/02/94 SATURDAY
CLT SP 2240Z M45 OVC 1TRW+H 2211/003/
R36LVR60+/ T OVHD OCNL LTGCG
JW



(*4; CLT/ATCT)....No Answer
Retry unreached terminal(s) (Y/N)? N
Compose message (Y/N)?
Erase current message (Y/N)? Y
Are you sure (Y/N)? Y
(*1; CLT/NWS)
TIME 2249Z 07/02/94 SATURDAY
CLT SA 2250Z M45 [redacted]
                           OVC 1TRW+H 77/73/0305/
002/R36LVR60+/TB33 T N OCNL LTGICCG/
BINOVC
[redacted]
JW

Send message (Y/N)?
```

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... (T)erminal IDs? A

Sending...
TIME 2251Z 07/02/94 SATURDAY

(*1; CLT/NWSTIME 2249Z 07/02/94 SATURDAY
CLT SA 2250Z M45 OVC 1TRW+H 77/73/0805/
002/R36LVR60+/TB33 T N OCNL LTGICCG/
BINOVC
JW

(*4; CLT/ATCT)....No Answer
Retry unreached terminal(s) (Y/N)? N
Compose message (Y/N)?
Erase current message (Y/N)? Y
Are you sure (Y/N)? Y
(*1; CLT/NWS)
TIME 2302Z 07/02/94 SATURDAY
CLT SP 2303Z E45 BKN 250 OVC 5H 0605/002
/TE01 MOVD N/ RE01
JW
Send message (Y/N)?
(A)ll or (T)erminal IDs? A

Sending...
TIME 2303Z 07/02/94 SATURDAY

(*1; CLT/NWSTIME 2302Z 07/02/94 SATURDAY
CLT SP 2303Z E45 BKN 250 OVC 5H 0605/002
/TE01 MOVD N/ RE01
JW

Compose message (Y/N)?
Erase current message (Y/N)? Y
Are you sure (Y/N)? Y
(*1; CLT/NWS)
TIME 2354Z 07/02/94 SATURDAY
CLT SA 2352Z 50 SCT E250 BKN 6H 81/72/[redacted]

1606/003/TE01 T MOVD N/ RE01
JW
Send message (Y/N)?
(A)ll or (T)erminal IDs? A

Sending...
TIME 2355Z 07/02/94 SATURDAY

(*1; CLT/NWSTIME 2354Z 07/02/94 SATURDAY
CLT SA 2352Z 50 SCT E250 BKN 6H 81/72/
1606/003/TE01 T MOVD N/ RE01
JW

(*4; CLT/ATCT)....No Answer
Retry unreached terminal(s) (Y/N)? N
...age (Y/N)?

THIS CHART IS TO BE USED WITH BOTH RVR RECORDERS. 250 FT BASELINE. LIGHT SETTING 5 REPORTABLE RVR VALUES UNDERLINED. DO NOT INTERPOLATE.

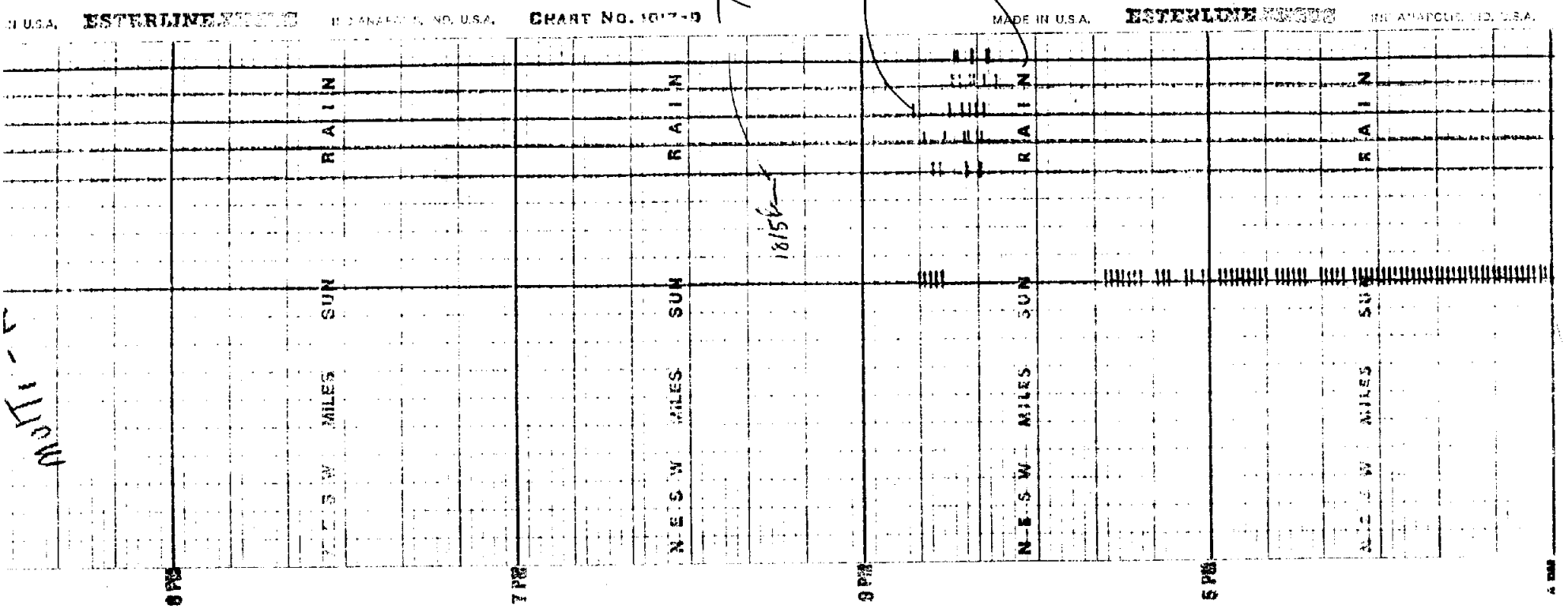
DAY SCALE

SCALE (%)	RVR (FT)
6	0600-
7-14	0600
15-23	0800
24-33	1000
34-42	1200
43-48	1400
49-54	1600
55-59	1800
60-63	2000
64-67	2200
68-70	2400
71-73	2600
74-75	2800
76-80	3000
81-83	3500
84-85	4000
86-87	4500
87	5000
88	5500
89	6000
89	6000+

ATCH. 7

Add Ticks
incr. time.

Backup to Weighing Car



CLT WSO MULTIPLE REGISTER

Time = EST

Multiple Recorder

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