

From: [Suffern Paul](#)
To: [Nixon Albert](#)
Cc: [Helson David](#)
Subject: RE: You have been assigned a Meteorology Request (WPR16FA131)
Date: Wednesday, January 3, 2018 12:17:36 PM
Attachments: [1200pdtaccidentsitesounding.png](#)
[accidentsitetextsoundingdata_1200pdt.txt](#)

Good afternoon Albert,

Attached you'll find the upper air sounding data for the accident site with height in feet msl with wind data for any calculations you or RE folks would need. Looks like great environment for carb ice if that is a concern. Outside of that generally 5 to 15 knots winds... enough to maybe cause some slight turbulence but outside of that, weather pattern was not conducive for turbulence or icing conditions below 10,000 feet. A little too dry for most cloud cover as well... but closer to Coeur d'Alene there were clouds around 3,500 ft agl:

METAR KCOE 251855Z AUTO 14006G15KT 10SM FEW035 SCT043 BKN050 17/08 A3022 RMK AO1=

No cloud ceiling till 5,000 ft agl...

No precip reported in the area nor anything forecast there.

No AIRMETS or SIGMETs valid in the accident site area....

Let me know what else I can provide! Have a good afternoon,

Paul2

From: Nixon Albert
Sent: Wednesday, January 3, 2018 10:28 AM
To: Suffern Paul [REDACTED]
Subject: RE: You have been assigned a Meteorology Request (WPR16FA131)

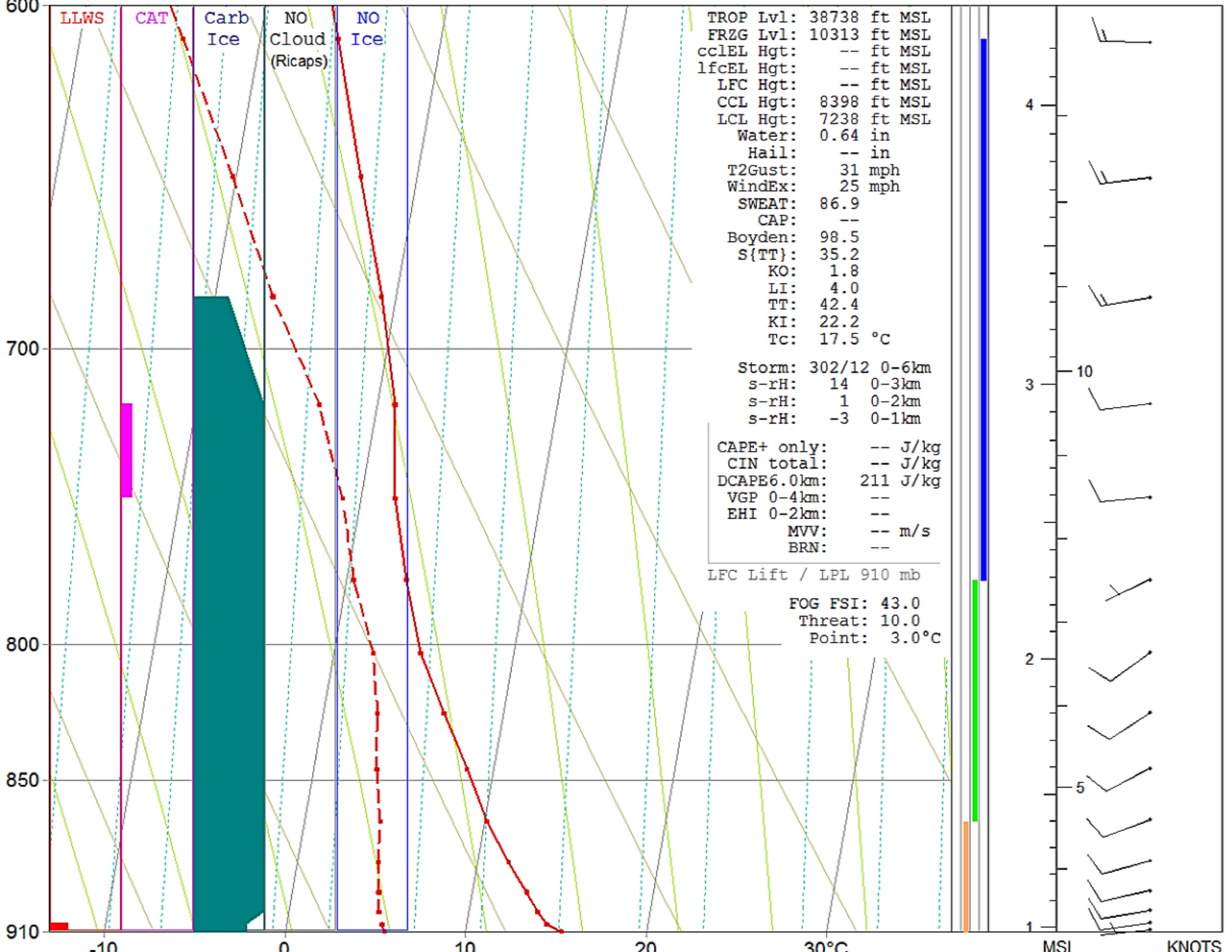
Hi Paul,

It should be 1200 PDT.

Thanks,

Albert

From: Suffern Paul
Sent: Wednesday, January 3, 2018 8:22 AM
To: Nixon Albert [REDACTED]



accidentsitetextsoundingdata_1200pdt

RAOB: 1900UTCHRRRSOUNDING.CSV // lat

Data Type: CSV Integrated data levels: 60

Lat: 48°23'09" N Lon: 116°50'09" W Elev: 982 meters

WAVE/x---W---turb--	Height Level (ft-MSL) nm fpm	Pres (mb) max	T (C)	Td (C)	RH (%)	DD/FF (deg/kts)	CAT	LLWS	Icing - Type
1	3222	910	15.3	5.5	52				
2	3245	909				263/7			
3	3314	907	14.4	5.3	54			LIGHT	
4	3337	906				261/9			
5	3467	902	13.8	5.0	55				
6	3488	901				259/10			
7	3713	894	13.0	4.8	57				
8	3734	893				257/11			
9	4085	882	11.7	4.5	61				
10	4104	881				253/11			
11	4587	866	10.1	4.2	67				
12	4606	865				248/11			
13	5223	846	8.5	3.5	71				

accidentsitetextsoundingdata_1200pdt						
14	5236	846				240/10
15	5904	825	6.7	3.0	77	
16	5915	825				234/10
17	6631	803	4.8	2.2	83	232/9
18	7511	777	3.3	0.4	81	243/7
19	8486	749	1.9	-1.0	81	
20	8497	749				264/8
21	9604	718	1.0	-3.2	73	LGT
22	9616	718				262/11
23	10881	684	-0.8	-6.8	64	259/14
24	12277	648				263/16
2.12	220 LIGHT					
25	12293	648	-3.1	-10.2	58	
26	13858	610				271/17
2.38	209 LIGHT					
27	13898	609	-5.7	-14.3	51	
28	15656	569				281/19
29	15681	568	-8.7	-19.1	43	
2.85	121 LIGHT					
30	17661	525				284/21
3.10	230 LIGHT					
31	17717	524	-12.5	-25.2	34	
3.70	200 LIGHT					
32	19715	484				281/24
4.17	188 LIGHT					
33	19793	482	-16.9	-31.5	27	
34	21736	445				280/27
4.88	233 LIGHT					
35	21853	443	-21.4	-36.9	23	
5.76	196 LIGHT					
36	23612	412				279/30
6.95	330 LIGHT					
37	23710	410	-25.8	-42.1	20	

accidentsitetextsoundingdata_1200pdt						
	38	25449	381			279/34
	39	25564	379	-29.7	-43.3	26
	40	27152	354			278/39
6.88	170	LIGHT				
	41	27280	352	-33.4	-43.1	37
	42	28822	329			277/43
	43	28964	327	-37.2	-44.4	47
	44	30420	307			276/47
8.30	126	LIGHT				
	45	30605	304	-41.0	-47.1	52
	46	33356	268			276/52
	47	33620	265	-48.3	-53.8	53
	48	35968	237			280/52
9.43	498	LIGHT				
	49	36273	234	-54.2	-59.6	51
	50	38451	211			285/46
	51	38738	208	-56.6	-63.8	40
	52	41109	186			281/40
	53	41407	183	-55.9	-67.5	22
	54	44209	160			274/39
	55	44483	158	-54.6	-72.1	10
	56	47841	135			272/36
	57	48104	133	-54.2	-78.4	4
	58	52221	109			268/23
2.87	190	LIGHT				
	59	52481	108	-54.6	-85.7	1
	60	57526	85			241/11

LGT

LGT