

February 10, 2014

[REDACTED]

SUBJECT: Statement for NTSB

I was the FA Central forecaster at the time of the accident. I arrived on duty at 3 P.M. (2100Z). There was a cold front and weak low pressure system over the Carolinas, moving slowly eastward. The previous forecaster had just issued the 20Z FA package and 21Z AIRMET package. An AIRMET for IFR conditions was in place across a large portion of Kentucky, Tennessee (including the Nashville area), Mississippi and Alabama. There were no AIRMETs for icing in the Nashville area or surrounding areas. The FA for middle Tennessee indicated low clouds with tops to 2500 feet MSL. This would suggest a cloud layer 1500 to 2000 feet thick. PIREPs confirmed these cloud tops, and indicated only light icing over Tennessee and Kentucky. With the available PIREPs and cloud conditions, I agreed with the previous forecaster that the situation called for mainly light icing, and therefore no AIRMET for moderate icing was necessary.

Around the time of the aircraft accident, there was a report of moderate rime icing at 2500 feet MSL in the Nashville area. I treated the report as isolated, since all other reports in surrounding areas showed only light icing, and I did not place a coordination call to Memphis CWSU. Around 2300Z, forecaster [REDACTED] noticed an internet report about an aircraft accident in the Nashville area. Since the cause of the accident was unknown at the time, and considering all other weather information previously mentioned, I determined that no amendments were necessary.