

Hicks Ralph

To: Hicks Ralph
Subject: FW: ERA14LA312 wx
Attachments: wx_radar.jpg

From: Richards Michael
Sent: Thursday, January 22, 2015 12:14 PM
To: Hicks Ralph
Cc: Richards Michael
Subject: ERA14LA312 wx

The following METARs/SPECIs were recorded during the time period of interest:

TUP (Tupelo, MS) 26 nm NE of M44

SPECI KTUP 251225Z 26006KT 10SM BKN006 24/22 A3008 RMK AO2 T02390217
METAR KTUP 251253Z 27006KT 10SM OVC006 24/22 A3008 RMK AO2 SLP180 T02440222
METAR KTUP 251353Z 28006KT 10SM BKN008 26/22 A3009 RMK AO2 CIG 006V011 SLP186 T02610222

M40 (Aberdeen/Amory, MS) 27 nm E of M44

METAR KM40 251235Z AUTO 00000KT 8SM FEW008 24/15 A3009 RMK AO2
METAR KM40 251255Z AUTO 00000KT 8SM FEW008 25/16 A3010 RMK AO2
METAR KM40 251315Z AUTO 00000KT 8SM FEW008 25/16 A3010 RMK AO2

STF (Starkville, MS) 29 nm S of M44

METAR KSTF 251235Z AUTO 25005KT 10SM CLR 22/21 A3009 RMK AO2
METAR KSTF 251255Z AUTO 25005KT 10SM BKN007 23/21 A3010 RMK AO2
METAR KSTF 251315Z AUTO 28004KT 10SM SCT007 SCT055 23/21 A3011 RMK AO2

A review of surface weather stations in the region indicated the wind was generally from the west to southwest, with little variability beyond that, at magnitudes less than 10 knots.

A review of both WSR-88D weather radar and geostationary weather satellite data for the accident region did not identify any convective or gust front activity.

Forecast Discussion products from the National Weather Service in Memphis, Tennessee, did not identify the presence of, or the conditions conducive to, ground-level wind shear for the accident region at the accident time.