

## Anderson Kurt

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**From:** Richards Michael  
**Sent:** Friday, June 01, 2012 10:55 AM  
**To:** Anderson Kurt  
**Subject:** RE: Weather information request

Hi Kurt, here is what I can tell you...

*Medford weather radar is not able see below about 15,000 feet in the area of the accident site, so while there is likely no deep convection over there, we don't know the extent of any precipitation affecting the area from the radar data.*

*Due to high cloud in the area, satellite imagery cannot deduce low cloud heights or extent of any low cloud in the area of the accident, if they indeed existed.*

*But! I did find a surface weather station located only about 4sm west of the accident site at an elevation of 5650'. Data from this station, which was retrieved every hour, indicated a significant increase in relative humidity (61% to 98%) during the hour prior to the accident. This would suggest cloudy conditions at the weather station at/near accident time. In addition, the station measured a maximum wind gust of 33 knots (up from 10 knots) two hours prior to the accident time. During the hour prior to the accident, the temperature dropped below freezing at the station. Note this is an unofficial weather station and reliability of data is unknown.*

*An AIRMET for moderate turbulence was in effect for the accident site at the accident time.*

*An AIRMET for mountain obscuration was in effect for the region west of the accident site at the accident time, but not specifically at the accident location. I don't know why not considering the info below.*

*The AREA Forecast only advised of a broken ceiling 6000-8000' with tops to FL180, widely scattered light rain showers and isolated thunderstorms with light rain, CB tops to FL280*

*There were several non-aviation national Weather Service products, including a Winter Weather Advisory, that did advise of winter conditions/snow, terrain obscuration, and gusty west winds to 30 mph east of the Cascades. The issue of these advisories not being included in the aviation products is being looked into in conjunction with some other accidents I have investigated.*

-Mike

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**From:** Anderson Kurt  
**Sent:** Friday, June 01, 2012 10:09 AM  
**To:** Richards Michael  
**Subject:** RE: Weather information request

Mike,