MSL AIRPORT

First Track Data
0949:57 CDT / 675 ft msl

Last Track Data
1015:29 CDT / 1,050 ft msl

ACCIDENT SITE

Image Landsat / Copernicus

Google Earth

Prepared by

NATIONAL TRANSPORTATION SAFETY BOARD
Office of Aviation Safety (AS-30)
Air Traffic Investigations

NTSB Investigation Number
CEN20FA009

Figure 1 - N249BW - Flight Track - Overview

B. SOPER APRIL, 2020

From: [redacted]
To: [redacted]
Cc:
Subject: FW: ForeFlight Re: ForeFlight request (N249BW)
Date: Friday, October 25, 2019 09:52:36

From: ForeFlight [redacted]
Sent: Friday, October 25, 2019 8:28
To: Richards Michael [redacted]
Subject: ForeFlight Re: ForeFlight request (N249BW)

Good morning Mike,

We have one account that includes N249BW, and the name of account owner Harvell Walker matches the news reports of the pilot involved in the accident.

There were no flight plan filed for N249BW that day through ForeFlight, nor did the pilot separately request a weather briefing for a flight in N249BW. The pilot may have been viewing airport weather information when he looked at an airport page (see below) or may have had radar or other weather-related overlays selected on the Maps page, but we do not log that.

Prior to the accident, these routes were entered into the app:

```
Date/Time (UTC) Updated Route String

10/20/2019 14:11:52 34.745/-87.619 USER@BIGT
10/19/2019 19:27:11 KMSL USER@BIGT
10/19/2019 18:53:45 KATL USER@BIGT USER@BEND
10/18/2019 11:28:09 USER@BIGT KMSL
```

The "USER@xxxx" are user waypoints designated by the pilot. Here are the coordinates of the BIGT and BEND points in those routes:

```
BEND: 34.7717N 087.82189W
BIGT: 33.27697N 084.53848W
```

These are the airports that were viewed in the app prior to the accident:

```
Last viewed (UTC) Airport ID

10/20/2019 14:29:23 KCCO
10/20/2019 14:29:09 KFFC
10/20/2019 14:28:38 KGAD
10/20/2019 14:14:24 KMSL
10/20/2019 11:24:44 8GA8
10/19/2019 11:09:54 KCMD
```

10/18/2019 17:41:48 KATL
```

An airport diagram for KMSL was viewed at 13:27:33 (UTC) on 10/18/2019.

Let us know if you have any questions.

Best regards,

-Josh

Josh B.
Pilot Support Team
[redacted]
www.foreflight.com

[ForeFlight Support Center] (https://foreflight.com/support/support-center/)
[ForeFlight Video Library] (https://foreflight.com/support/video-library/)
[ForeFlight Mobile Pilot's Guide](https://foreflight.com/ipad/guide/pdf)
```

From: [redacted]
To:
Cc:
Subject: CEN20FA009 wx
Date: Monday, December 2, 2019 13:59:06
Attachments: image002.jpg

Mr. Hodges,

The following information pertains to investigation CEN20FA009, where the accident occurred about 1130 CDT (1630 UTC) on 20 October 2019 at coordinates 33.749722°N, 85.723333°W, at an elevation of about 1700'.

The closest official reporting weather station with a ceilometer was located at Anniston Regional Airport (KANB) in Anniston, Alabama, which was located about 12nm south-southeast of the accident site at an elevation of about 600'. During the times surrounding the accident the station reported a calm to light wind, unlimited visibility and an overcast ceiling of 1000' above ground level (about 1600' msl).

METAR KANB 201553Z AUTO 02003KT 10SM OVC009 17/14 A2997 RMK AO2 SLP146 T01720144=
SPECI KANB 201602Z AUTO 00000KT 10SM OVC010 17/14 A2997 RMK AO2 T01720144=
METAR KANB 201653Z AUTO 17003KT 10SM OVC010 17/15 A2998 RMK AO2 SLP150 T01720150=
METAR KANB 201753Z AUTO 36003KT 10SM OVC011 18/15 A2996 RMK AO2 SLP142 T01830150 10183 20144 50001=

The following satellite image from about the accident time (red dot denotes accident location) depicts cloudy conditions across the region…

A picture containing outdoor, nature, surfing, wave Description automatically generated

An estimated profile of the environment from the High Resolution Rapid Refresh model was obtained for 1100 CDT. The profile identified saturated, or near saturated conditions between about 1600' and 2500' msl. The wind below 2500' was generally from the northwest at magnitudes below 10 knots.

The weather radar was clear, though given the radars distance from the accident location (about 60nm), the lowest radar beam likely overshot the lower altitudes where the accident occurred.

At 0628 CDT, the National Weather Service Weather Forecast Office in Birmingham, Alabama, issued the following aviation section of an Area Forecast Discussion, applicable to a region that included the accident site:

Low CIG's are being experienced areawide with significant vis reductions limited to TOI at this hour. While some brief VIS
reduction could occur from now through 13Z any event should be fairly brief and limited in nature. Low CIG's will be slow to mix
out but most terminals by late morning should notice rising bases with the cloud deck becoming broken. Skies should become scattered above 3kft by mid afternoon. Expect clouds to thicken and lower from the west starting at TCL before 00Z this evening as a strong cold front approaches from the west tonight into Monday. Potential for SHRA at TCL from 21/00Z-09Z is non zero but too low to mention in this cycle.

Low-level winds will remain light this morning then becoming southeast from 5-10 kt late this morning through early afternoon. Expect south winds 5-10 kt later this afternoon and into tonight as warm advection expands east across much of the area.

There were no SIGMETs, Convective SIGMETs or Center Weather Advisories valid for the accident location at the accident time.

There were no AIRMETs for turbulence or icing active for the accident location below 15,000 feet. The following AIRMET for IFR conditions was active for the accident site at the accident time.

WAUS44 KKCI 201445
WA4S
-DFWS WA 201445
AIRMET SIERRA UPDT 2 FOR IFR AND MTN OBSCN VALID UNTIL 202100
.
AIRMET IFR...AR TN MS AL MO KY AND CSTL WTRS
FROM 40ESE CVG TO HNN TO HMV TO GQO TO 50SW PZD TO 40W CEW TO
20N SJI TO 30SW MEI TO 40E SQS TO 20W MEM TO 20NNW DYR TO 40WSW
BWG TO 40ESE CVG
CIG BLW 010/VIS BLW 3SM BR. CONDS ENDG 15-18Z

Mike Richards
Aviation Safety Investigator - Senior Meteorologist
Operational Factors Division
National Transportation Safety Board
[redacted]