NTSB | National Transportation Safety Board

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Date: 10/10/2023

Subject: ERA24FA003

The following content is a summary of weather conditions relevant to the accident flight.

Synoptic Conditions: No frontal boundaries in the vicinity of the accident site.

Surface Weather Observations - The closest weather reporting station was from Hartness State Airport/Springfield (KVSF), Vermont, located about 20 west-southwest of the accident site at an elevation of approximately 578 ft.

The airport had an Automated Surface Observation System (ASOS) and reported the following conditions. *KVSF weather observation at 1954 EDT, wind from 180° at 3 knots, visibility 10 miles or more, scattered clouds at 5,500 ft agl, scattered clouds at 7,000 ft, ceiling overcast at 9,500 ft, temperature 10° Celsius (C), dew point temperature 4° C, altimeter 29.60 inches of mercury (inHg). Remarks: automated station with a precipitation discriminator, sea-level pressure 1002.6-hPa, hourly precipitation 0.01 inches, 6-hour total precipitation 0.01 inches, 6-hour maximum temperature 16.1°C, 6-hour minimum temperature 10.0°C, 3-hour pressure tendency risen 2.4-hPa, thunderstorm sensor inoperative.*

The raw observations surrounding the period were as follows.

> *METAR KVSF 081854Z AUTO 25009G18KT 210V270 10SM FEW048 OVC065 14/04 A2952 RMK AO2 SLP997 T01440044 TSNO=*
>
> *METAR KVSF 081954Z AUTO 23008KT 10SM SCT060 BKN070 15/04 A2952 RMK AO2 SLP998 T01500044 TSNO=*

METAR KVSF 082054Z AUTO VRB05G16KT 10SM CLR 16/04 A2953 RMK AO2 SLP001 T01560039 53003 TSNO=

METAR KVSF 082154Z AUTO 20004KT 10SM CLR 13/04 A2954 RMK AO2 SLP003 T01330044 TSNO=

METAR KVSF 082254Z AUTO 25005KT 10SM FEW050 BKN065 12/04 A2957 RMK AO2 SLP016 T01220044 TSNO=

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METAR KVSF 082354Z AUTO 18003KT 10SM SCT055 SCT070 OVC095 10/06 A2960 RMK AO2 RAB02E43 SLP026 P0001 60001 T01000061 10161 20100 53024 TSNO=

METAR KVSF 090054Z AUTO 28003KT 10SM FEW039 BKN048 08/07 A2962 RMK AO2 SLP033 T00830067 TSNO=

METAR KVSF 090154Z AUTO 26004KT 10SM -RA SCT040 BKN055 08/07 A2964 RMK AO2 RAB49 SLP038 P0000
T00830067 TSNO=

METAR KVSF 090254Z AUTO 00000KT 10SM CLR 07/06 A2962 RMK AO2 RAE09 SLP032 P0000 60000 T00720061
50004 TSNO=

Weather Radar Imagery - The NWS Regional Composite Reflectivity image for 1930 EDT depicted an area of light reflectivity between 10 and 35 dBZ about 2 miles south of the accident site. There was no precipitation identified along the accident route of flight.

Astronomical Conditions - The United States Naval Observatory's website provided the following astronomical conditions over the accident site coordinates.

Sun Time (EDT) October 8, 2023

Begin civil twilight 0625
Sunrise 0653
Sunset 1817
End civil twilight 1846
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Moon Time (EDT)
Moonrise 0032
Moonset 1609

Accident 1932

At the time of the accident the sun was 14.38° below the horizon at an azimuth of 275°. The moon was also more than 23° below the horizon at an azimuth of 342°, with the phase of the moon a waning crescent with 27.8% of the moon's visible disk illuminated when above the horizon.

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