

## Ref "H" - Weather conditions at the time of the flight

Deposition from the Met officer, Capt. John M. Steigner.

Summary of weather circumstances:

1. A warm front oriented NE, SW, curving southward, leaving the Italian mainland at Vigna de Valle, occluding over the Tyrrhenian Sea at a point midway along an East-West line between Naples and Sardinia, had exceptionally unstable air to its North. A trough with accompanying stratus ceiling and scattered rain areas covered the Rhone Valley. Over the remainder of the route a Northeasterly flow of air formed the Southwestern section of a wedge over the British Isles and Northwestern France. This Northeasterly flow was moderately unstable with scattered areas of precipitation, partly showery, partly continuous.
2. Thunderstorm activity, heavy showery precipitation and lightning had been reported along route as far as Roretta about six hours prior to take-off.
3. Icing level at Naples was 9800 ft. MSL lowering behind the warm front to 8000 ft MSL. As cumuloform clouds had vertical extent to at least 15000 ft MSL, there was dangerous icing above 7500 ft MSL.
4. The manner in which weather may have contributed directly or indirectly to the plane's disappearance is problematical.
5. In the judgment of this officer, the forecast was not in error and did not contribute to the plane's disappearance.
6. Whether the flight was conducted contact (*i.e. VFR*) or on instruments is not determinable.

Signed: John M Steigner  
Captain, Air Corps  
Station Weather Officer.

30 November 1946.