

**Transcript of Communications
N58807 and Chattanooga Air Traffic Control Tower
September 5, 2022**

Legend

N58807	Communications from accident aircraft, N58807.
CHA	Communications from Chattanooga ATCT, radar east position.
hhmm:ss	Time of beginning of transmission (eastern daylight time).
...	Break in continuity or interruption in comment.
*	Unintelligible word.
()	Questionable insertion.

Note: Communications/transmissions unrelated to the accident aircraft have been omitted.

Communications

(1639 – 1717 edt)

1639:52

N58807 chattanooga approach five eight eight zero seven at nine thousand

1639:56

CHA november five eight eight zero seven chattanooga approach chattanooga
altimeter two niner niner eight

1640:00

N58807 two niner niner eight five eight eight oh seven

1655:01

CHA november eight zero seven I am showing ah areas of moderate to heavy
precipitation starting at about ah ten miles and ah it's really from about your
eleven o'clock down to ah one o'clock

1655:16

N58807 think deviating right would be better or left

1655:19

CHA for eight zero seven looks like ah left deviation might be a little bit better
there's a little bit lighter up there to the north but you'll probably have to go
up around ah the dayton area ah maybe athens tennessee

1655:30

N58807 alright I'll deviate left

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1655:33
CHA eight zero seven deviation left of course approved and when able direct ashville

1655:38
N58807 when able direct ashville

1659:51
N58807 (cessna) five eight eight zero seven I was gonna fly over *

1700:08
CHA november eight zero seven say again

1700:10
N58807 we're gonna fly over collegedale and then direct asheville will that work

1700:13
CHA november eight zero seven ah that's fine

1706:19
CHA november eight zero seven are you direct ashville at this time

1706:22
N58807 direct ashville

1706:23
CHA november eight zero seven roger you are ah entering an area of moderate to heavy precip should last for about twenty miles

1706:30
N58807 (would) deviating left or right *

1706:35
CHA ah november eight zero seven deviation left or right approved advise direct ashville

1707:35
CHA november eight zero seven have you turned northwest bound

1707:42
N58807 cessna eight zero seven chattanooga

1707:45
N58807 turning north

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1707:46
CHA roger

1708:44
CHA november eight zero seven I'm showing an area of heavy precip just north of your position

1709:52
CHA november eight zero seven I'm showing a pretty good bit of precipitation moderate to heavy precip pretty much from your position eastbound ah again ah it looks a little bit more clear if you go northbound and then to athens and then over to ashville

1710:34
CHA cessna five eight eight zero seven chattanooga

1710:37
N58807 I've got control finally we were in a bit of a whirlwind

1710:42
CHA november eight zero seven roger there's an area of heavy precipitation just north of you moderate to heavy east of you ah if you want to turn back to the west I would recommend going to athens and then over

1710:52
N58807 (okay) what heading

1710:53
CHA ah back to the west about a two seventy ... make a right turn

1711:21
CHA november eight zero seven chattanooga

1711:24
N58807 (chattanooga)

1711:24
CHA yeah I'd recommend a right turn to get away from the heavy precip

1711:40
CHA november eight zero seven heading two seven zero from there and that will get you will get you clear of the precip and (will) get you on course

1711:58
CHA november five eight eight zero seven chattanooga approach

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1712:30

CHA november five eight eight zero seven chattanooga approach

1713:46

CHA cessna five eight eight zero seven chattanooga approach

1716:29

CHA cessna five eight eight zero seven chattanooga approach

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