

**N22ST ACCIDENT
WITNESS STATEMENT
May 5, 2021**

At 9:30 am on Wednesday, May 5, 2021, I received a text from Greg Combs, PIC, N22ST. The text stated that they would be "coming in around 1015ish this morning and overnighting." It was the typical message that I request and receive from turbine operators.

On March 11, 2021, I prepared a Part 91/135 Fact Sheet for the airport and distributed to the turbine operators. Netjets and Flexjet operators were emailed the document and I endeavored to provide turbine pilots with physical copies when encountering them on the ramp, including N22ST pilots. The airport is attended on an unscheduled basis. There is no FBO/terminal and no line attendants. More, importantly, there is no AWOS or weather reporting on the airport.

Since, I knew that I had another jet, N328QS scheduled to arrive at 10:30 am, I quickly started moving to get to the airport to get chocks and ramp set up; as I had approximately 30 minutes lead time for N22ST.

I stopped at the airport office to pick up extra chocks and remembered that I left the portable transceiver charger at home. I threw all the gear in the vehicle and headed for the ramp. I positioned the chocks at the proper locations for both aircraft. I noticed strong and gusty Southwesterly winds, checked both airport windsocks and proceeded to check Airnav.com for KRBW METAR. The KRBW METAR was indicative of the wind direction but not indicative of the increased wind speeds that I perceived on the ground. I checked KRBW TAF and it indicated winds 210@10G20. The TAF report was indicative of what the airport windsocks were indicating at the moment.

At approximately 10:27 am, I heard from the portable transceiver activate from the backseat of my vehicle. It was N22ST reporting 8 miles inbound from the Southwest. In less than a minute, I heard N328QS reporting 15 miles inbound. I turned to look in the backseat for my transceiver and did not see it. By this time, I was parking on the edge of the ramp. I then notice N22ST on short final for Runway 36. The aircraft landed within the 1st third of Runway 36 and immediately deployed the aircraft thrust reversers. I saw the thrust reversers deploy and heard the clamshells, then heard the noise associated with thrust reverser deployment. A few seconds later, I became apparent to me that the

aircraft appeared to be having trouble stopping with remaining runway available. I then saw smoke, which I perceived to be coming from the aircraft tires, and watched the aircraft depart the approach end of Runway 18; nose over and come to rest in the wetlands.

At this time, I noticed the Congaree Golf course van had pulled up beside me. He stated, "did you see that?" The van driver apparently witnessed the accident. I told the driver to call E-911 to report an aircraft accident at the airport. He reported to me that he had come the pick-up passengers on the 2nd jet; not the accident jet. I jumped out of the vehicle to find my portable transceiver because I knew the other arriving jet would be close by. I found the portable transceiver on the floor. Then I saw the 2nd aircraft, Phenom N328QS circling in the pattern. I called N328QS and advised him that the airport was closed. N328QS departed the area for their divert field, which is KSAV.

Shortly Jasper County emergency vehicles arrived and headed to the scene of the runway excursion to render assistance. I called NTSB to report the accident and then drove over to the scene of the accident. When I arrived, I observed the passengers and crew walking about and talking to emergency personnel.

For background, the pilots of N22ST are familiar with the Ridgeland - Claude Dean Airport (3J1). They flew in on Tuesday, April 27, 2021 and departed Thursday, April 29, 2021. My records show N22ST also visiting the airport Friday, March 19, 2021, and Thursday, April 1, 2021.

These statements conclude my recollection of the accident.



Danny O. Lucas

5/6/2021
date

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