

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE April 21, 2023	REPORT NO. 23-001-CHS
	NAME OF REPORTING FACILITY Charleston (SC) ATCT (CHS)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

March 25, 2023

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1614 N21480 made initial contact with CHS East Radar (ER) and advised he was at 1,500 feet Visual Flight Rule (VFR). ER issued N21480 altimeter 2995. N21480 asked ER to repeat the altimeter. ER re-issued the altimeter as 2995. N21480 acknowledged.

1629 ER asked N21480 if he was navigating direct Palatka, FL Airport (28J) or following point to point route along the coast. N21480 responded point to point, want to stay low along the shore, and stated he thought the conditions may be better. ER acknowledged.

1636 ER advised N21480 that he needed to get him around Charleston International departure corridor and asked N21480 if he had a bridge at 11 o'clock and 10 miles in sight. N21480 acknowledged and advised that he was familiar with the airspace and he could stay outside of the Class Charlie Airspace to the east. ER instructed N21480 to go direct to the bridge, overfly it, then go southwest bound along the coast. N21480 acknowledged.

1642 N21480 asked ER if he could transition the Class Charlie and ER acknowledged with an affirmative. N21480 acknowledged. ER asked N21480 to confirm that he had the bridge in sight. N21480 confirmed the bridge in sight. ER acknowledged and instructed N21480 to contact CHS Approach (CHS) on 120.7. N21480 acknowledged.

1643 N21480 contacted West Radar (WR) and advised he was at 1,600 feet. WR acknowledged and issued N21480 altimeter 2995. N21480 acknowledged. WR asked N21480 for the destination airport and whether he was going to climb higher or stay at 1,600 feet. N21480 advised WR that he was going to stay low to maintain VFR under any clouds up ahead and advised destination was 28J. WR acknowledged and advised VFR altitude at pilot's discretion. N21480 acknowledged.

1651 WR asked N21480 if he was maneuvering to get below clouds. N21480 acknowledged with a MAYDAY MAYDAY and he was in the clouds and going down. WR acknowledged and advised N21480 of a satellite airport off the left side less than a mile. WR advised N21480 that the airport had a 9/27 runway about 400 feet. WR asked N21480 that if he heard the transmission to ident. No response from N21480.

1653 DAL2161 asked if WR had re-established contact with the MAYDAY aircraft. WR advised that they were trying to re-establish. DAL2161 acknowledged. WR transmitted on frequency and asked if there was a