

MEMORANDUM FOR RECORD

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Office of Aviation Safety-Eastern Region

Date: June 24, 2026

Subject: ERA24LA227

Subject: Certified Audio From Jacksonville Air Route Traffic Control Center
Waycross Radar (R29)

As part of the investigation, certified audio from Jacksonville Air Route Traffic Control Center Waycross Radar (R29) was obtained. A review of that audio file revealed that at 0156:02 Coordinated Universal Time (UTC)¹, the R29 controller asked the pilot of N2134L if he could go over and “check on that aircraft” that went down in the Bay. The pilot agreed and was vectored to the last known position. The controller advised the pilot of N2134L that if he wanted lower or different altitude to advise.

At 0157:56, the R29 controller broadcast on the frequency for N446KW that approach control was working on “sending somebody out there” and another aircraft is en route to “...circle over your ah your site...” with an estimation over the area in 7 minutes.

At 0159:00, the R29 controller advised the pilot of N2134L that the position was 12 o'clock and about 21 miles, to which he replied at 0159:13 with, “all right ah three four lima its ah its very dark out here I can't see anything really.” The controller advised the pilot that he would advise the pilot when he was a minute from the location in case he wanted to get lower.

At 0201:29, the R29 controller asked the pilot of N2134L about fuel reserves, and advised him that the location where radar contact was lost was about 13 miles from

¹ All times are in UTC.

his present position, and asked him if he wanted lower or wanted to stay at 5,000 ft. The pilot replied at 0202:19 with, "yeah I've been ah monitoring guard I don't hear anything um and uh yeah I don't know if lower will help because I its really really black out here I can't see anything at all and its uh very hazy as well a lot of humidity." The pilot also advised the controller that he could circle about 20 minutes.

At 0206:37, the R29 controller advised the pilot of N2134L that he was just about over the area where radar contact was lost, and was able to maneuver left or right and to maintain an altitude block of from 4,000 to 5,000. The pilot advised the controller that he did see "lights along the shore but nothing down below me right now."

At 0210:54, the R29 controller broadcast for the pilot of N2134L to see if he could attempt to communicate with the pilot of N446KW on the current or Guard frequency. The pilot of N2134L made a broadcast on the frequency but did not inform the controller if he did or did not hear a reply.

At 0215:17, the pilot of N2134L advised he wanted to proceed to his final destination. The controller cleared the flight of N2134L direct to his destination to which the pilot of N2134L replied at 0215:37, "...I'm glad I've got an autopilot out here because out in the bay as your turning its ah really hard to see anything."