



Federal Aviation Administration

Memorandum

Date: September 11, 2015

To: James C. Morin, Group Manager, Litigation Support Group, AJI-17
[REDACTED]

From: Michael D. Wagner, Manager, Quality Control Group, AJV-E1

Subject: **INFORMATION:** Certification Statement
Aircraft Accident, DEATH41/N3601V
Moncks Corner, SC, July 7, 2015

I certify that air traffic aircraft accident package, CHS-ATCT-0115, has been reviewed and is complete.




Federal Aviation Administration

Memorandum

Date: September 09, 2015

To: William M. Alexander, Director, Eastern Service Center

From: 
Stephanie Faison, Manager, Charleston (SC) Airport Traffic Control
Tower

Subject: **INFORMATION**; Certification Statement
Aircraft Accident, DEATH41 / N3601V
Moncks Corner, SC, July 07, 2015

I certify that air traffic aircraft accident package, CHS-ATCT-0115, has been reviewed and is complete.

AIRCRAFT ACCIDENT PACKAGE

CHS-ATCT-0115

DEATH41/N3601V

July 7, 2015, 1500 UTC

Destroy: January 7, 2018 UTC


SECTION 1.
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SECTION 2.
FAA Form 8020-6, Report of Aircraft Accident, and
FAA Form(s) 8020-6-1, Report of Aircraft Accident (Continuation Sheet)

FAA Form 8020-6, Report of Aircraft Accident

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		REPORT DATE September 11, 2015	REPORT NO CHS-ATCT-0115				
REPORT OF AIRCRAFT ACCIDENT		NAME OF REPORTING FACILITY Charleston (SC) ATCT (CHS)					
1. AIRCRAFT IDENTIFICATION AND TYPE DEATH41, F16	2. DATE/TIME OF ACCIDENT (UTC) July 7, 2015, 1500 UTC	3. LOCATION OF ACCIDENT (MANDATORY) Moncks Corner, SC, 2.71 NM SE, Moncks Corner (MKS) Airport LATITUDE/LONGITUDE (OPTIONAL) N33 03 17.0000 W079 59 53.0000					
4. NATURE OF ACCIDENT DEATH41, F-16/I and N3601V, C150, involved in midair collision		5. TYPE OF FLIGHT IFR Flight Plan					
6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED	INJURED	FATALITY	UNKNOWN
	Aaron Johnson	Pilot	Unknown, Unknown				X
7. PASSENGER DATA	NUMBER ABOARD AIRCRAFT 0	NUMBER UNINJURED 0	NUMBER INJURED 0	NUMBER FATALITIES 0			
8. AIRCRAFT DAMAGE Destroyed			9. PROPERTY DAMAGE Unknown				
10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS Normal							
11. WEATHER DATA (USE UTC DATE/TIME)	REPORT JUST PRIOR TO ACCIDENT BERKELEY MONCKS METAR - 1455 UTC: automated, wind calm, visibility one zero statute miles, two thousand six hundred scattered, temperature three zero, dew point two two, altimeter three zero one five						
	FIRST REPORT SUBSEQUENT TO ACCIDENT BERKELEY MONCKS METAR - 1515 UTC: automated, wind calm, visibility seven statute miles, clear, temperature three one, dew point two two, altimeter three zero one five						
12. ATO PERSONNEL INVOLVED	NAME	FACILITY	OPERATING POSITION	CHECK IF EYEWITNESS			
	Patricia Marie Covert *(TC)	CHS ATCT	WEST AP				
	John Raymond Karafa (JK)	CHS ATCT	WH HO				
	Jose Ruiz (RZ)	CHS ATCT	OS OM				
*OPERATING INITIALS							
13. SIGNATURE OF FACILITY MANAGER Stephanie Faison							

FAA Form 8020-6 (12-14) Supersedes Previous Edition

Electronic Version



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

July 13, 2015

REPORT NO.

CHS-ATCT-0115

NAME OF REPORTING FACILITY

Myrtle Beach ATCT (MYR)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

July 07, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1425 DEATH41 is handed off from Jacksonville Center to Myrtle Beach Approach Control.
- 1428 DEATH41 contacts Myrtle Beach East Radar (ER) and reports descending to 11,000. DEATH41 requests an ILS approach to Runway 18.
- 1430 DEATH41 advises MYR ER of the request for a second ILS approach to Runway 18 to be followed by a simulated flame out approach to Runway 18.
- 1433 DEATH41 was cleared for ILS approach Runway 18 and instructed to contact Myrtle Beach Tower (LC).
- 1435 MYR LC cleared DEATH41 for the option Runway 18 and issued DEATH41 the current wind information.
- 1436 MYR LC instructed DEATH41 to contact MYR ER.
- 1437 DEATH41 contacts MYR ER and is provided vectors for an ILS approach Runway 18.
- 1442 DEATH41 was cleared for ILS approach to Runway 18 and instructed to contact MYR LC.
- 1443 MYR LC clears DEATH41 for the option Runway 18 and instructs DEATH41 to proceed directly to high key for the simulated flame out approach after completion of the option for Runway 18.
- 1445 DEATH41 is instructed to make a right turn from high key and is cleared for the option Runway 18.
- 1446 DEATH41 reported at high key.
- 1447 MYR LC instructed DEATH41 to make an unrestricted climb to 6,000, turn right direct Charleston Airport, and contact MYR ER.
- 1448 MYR ER clears DEATH41 direct to Charleston Airport.
- 1451 DEATH41 is handed off from MYR AC to Charleston (CHS) Approach Control (AC).
- 1452 MYR ER instructs DEATH41 to contact CHS AC. DEATH41 read back is correct.

No More Follows



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE
September 11, 2015

REPORT NO.
CHS-ATCT-0115

NAME OF REPORTING FACILITY
Charleston (SC) ATCT (CHS)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

July 07, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1452 DEATH41, F-16/I contacts CHS WEST Approach (WEST AP), level at 6,000 feet. WEST AP issues altimeter 30.16. DEATH41 requests TACAN RWY15 and indicates plans for multiple approaches. WEST AP issues climb out instructions and contact frequencies. DEATH41 acknowledges.
- 1453 WEST AP issues DEATH41 vectors for TACAN RWY15 final. DEATH41 acknowledges.
- 1454 WEST AP verifies with DEATH41 intentions after completing approaches.
- 1455 WEST AP issues DEATH41 descent to 1,600 feet. DEATH41 acknowledges.
- 1500 WEST AP issues traffic to DEATH41. WEST AP issues vector to avoid traffic. WEST AP issues vector with an immediate turn to avoid traffic.
- 1501 DEATH41 declares MAYDAY.
- 1507 WEST AP requests aircraft in the vicinity of DEATH41's last known position for any sightings of smoke or wreckage.
- 1508 WEST AP requests MDKT292 (P28A) to scan immediate vicinity. MDKT292 reports reception of ELT signal.
- 1510 WEST AP requests N2168L (BE36) to scan immediate vicinity for signs of wreckage. N2168L reports negative sighting. MDKT292 reports observing smoke at three o'clock from his position and heading.
- 1511 WEST AP requests MDKT292 to scan for possible second crash site.
- 1525 WEST AP coordinates lat/long coordinates of suspected crash site(s) with Shaw RAPCON DOUBLESHOT.
- 1527 LN452MT (HELO) checks in departing CHS VFR. Shaw AFB RAPCON DOUBLESHOT (DBLSHOT) coordinates handoff of SPITFIRE01 (4F16), inbound for SAR operations.
- 1528 DAL2498 ((B712) reports seeing and coordinates position of smoke from possible crash site.
- 1529 WEST AP begins coordinating with SPTFR01 (F16) and LN452MT (EC135) to begin SAR operations.
- 1530 WEST AP coordinates flight split up of SPITFIRE01.
- 1532 CHS HO coordinates position of possible crash site with DBLSHOT. LN452MT reports possible crash site in sight.
- 1533 SPTFR01 advises WEST AP of arrival on site.



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE
September 11, 2015

REPORT NO.
CHS-ATCT-0115

NAME OF REPORTING FACILITY
Charleston (SC) ATCT (CHS)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

1536 SPTFR01 reports communications with pilot of DEATH41 on the ground.
1544 WEST AP begins coordinating with C6565 (MH-65D), to join SAR operations.
1554 C6562 reports locating the pilot and relays lat/long coordinates to WEST AP.
1620 C6562 reports pilot of DEATH41 is enroute to medical care with a ground crew of responders.

1. Aircraft Identification and Type, Continued.
N3601V, C150

5. Type of Flight, Continued.
N3601V, VFR Flight Plan

6. Flight Crew, Continued.
N3601V - Joseph Johnson, Pilot, Moncks Corner, SC, Fatality

7. Passenger Data, Continued.
N3601V - 1 Total, 0 Uninjured, 0 Injured, 1 Fatalities

8. Aircraft Damage, Continued.
N3601V - Aircraft Damage - Destroyed

No More Follows

SECTION 3.
Review of Services Memo(s)




Federal Aviation Administration

Memorandum

Date: July 10, 2015

To: Charleston (SC) Airport Traffic Control Tower


Ricarldo Washington, Manager, Myrtle Beach Airport Traffic Control

From: Tower

Subject: **INFORMATION:** Review of Services Memo
Aircraft Accident, DEATH41 / N3601V
Charleston, SC, July 07, 2015

MYR ATCT conducted a review of services concerning DEATH41 / N3601V and was determined to have routine services. As a supporting facility with routine services I certify the following data has been retained in accordance with FAA Order 8020.16. Additionally, I certify that the following originals/digital copies are on file in this office.

FAA Form 7230-4
FAA Form 7230-10
FAA Form 8020-6-1
Personnel Log(s)
Certified Original Copy(ies) of Voice Recording(s)
Certified Working Copy(ies) of Voice Recording(s)
Facility Layout Chart(s)
Airport Diagram
Continuous Data Recording (CDR)
Flight Progress Strip(s)



Federal Aviation Administration

Memorandum

Date: September 09, 2015

To: Charleston (SC) Accident File CHS-ATCT-0115

[REDACTED]
Stephanie Faison, Manager, Charleston (SC) Airport Traffic Control

From: Tower

Subject: **INFORMATION:** Review of Services Memo
Aircraft Accident, DEATH41 / N3601V
Moncks Corner, SC, July 07, 2015

CHS ATCT conducted a review of services concerning DEATH41 / N3601V and was determined to have pertinent services. As the holding facility with pertinent services I certify the following data has been retained in accordance with FAA Order 8020.16. Additionally, I certify that the following originals/digital copies are on file in this office.

FAA Form 7230-4
FAA Form 7230-10
FAA Form 8020-6
FAA Form 8020-6-1
FAA Form 8020-9
FAA Form 8020-3
Personnel Log(s)
Certified Original Copy(ies) of Voice Recording(s)
Certified Working Copy(ies) of Voice Recording(s)
Facility Layout Chart(s)
Airport Diagram
Continuous Data Recording (CDR)
Transcription(s) of Voice Recording(s)
Flight Progress Strip(s)
Weather Products

CHS-ATCT-0115
DEATH41 / N3601V

SECTION 4.
FAA Form(s) 7230-4, Daily Record of Facility Operation

DAILY RECORD OF FACILITY OPERATION				PAGE NO Page 1 of 2
				DATE Jul 7, 2015
LOCATION	IDENTIFICATION	TYPE FACILITY	OPERATING POSITION	CHECKED BY [REDACTED]
Charleston, SC	CHS	ATCT	CHS Daily Log	AIR TRAFFIC MANAGER Stephanie Faison
UTC TIME	REMARKS			
0400	M. KESTELOOT ON, BELOW NOTED. CFPL: TOWER WINDOW ABOVE CENRAP CONTROL PANEL LEAKING. AOCC NTFD. CFPL: FIRE ALARM PANEL IN ALARM ONCE A DAY, INTERNAL. TECHOPS AWARE. CFPL: ASR9 SC/COM ALARM, IN TRACON SINCE 8/15/13. CFPL: PILOTS REPORT BLEEDOVER ON 120.7. CFPL: SCIP CH A OTS. CFPL: BASEOPS DIRECT LINE IN TOWER LOUD STATIC, BASEOPS NOTIFIED. CFPL: ROTATING BEACON STUCK IN ON POSITION, BASEOPS NOTIFIED. CFPL: 119.85 PRI RX HAS STATIC. -- LT			
0400	RY 15/33 CLSD. -- LT			
0425	WCLC. -- LT			
0930	RWY 15/33 OPEN. -- JR			
0948	RADAR DE-COMBINED. TRACON OPEN. -- LT			
1000	P.COVERT ON. ABOVE NOTED. -- TC			
1158	15/33 RVR OTM. -- TC			
1239	LCS RLSD TO SEALORD. -- JK			
1327	K. YOUNG ON, ABOVE NOTED. -- KY			
1327	RVR RTS. -- KY			
1330	WCLC. -- 104			
1500	AIRCRAFT ACCIDENT, DEATH41, F16. -- KY			
1700	RVR RY15/33 MIDFIELD OTS. -- KY			
1702	CHS-M-2015/07/07-0001 -- RPA4468 -- KY			
1725	C. MASON ON ABOVE NOTED. -- CH			
1807	LCS RETURNED. -- CH			
2100	WCLC. -- CH			
0045	S.OLIVARES ON. ABOVE NOTED. -- SO			
0230	V.SAHIJRAM ON. ABOVE NOTED. -- VR			
0230	TRACON COMBINED TO TOWER. -- VR			
0300	RWY 15/33 CLSD PER NOTAM. -- VR			
0334	RWY 21 PAPI OTS. BASE OPS NOTIFIED. -- VR			
I CERTIFY that entries above are correct, that all scheduled operations have been accomplished except as noted, and that all abnormal occurrences and conditions have been recorded.			SIGNATURE(S) OF WATCH SUPERVISOR(S) [REDACTED]	

DAILY RECORD OF FACILITY OPERATION				PAGE NO Page 2 of 2
				DATE Jul 7, 2015
LOCATION	IDENTIFICATION	TYPE FACILITY	OPERATING POSITION	CHECKED BY
Charleston, SC	CHS	ATCT	CHS Daily Log	AIR TRAFFIC MANAGER Stephanie Faison
UTC TIME	REMARKS			
0359	COB. -- VR			
<p>I CERTIFY that entries above are correct, that all scheduled operations have been accomplished except as noted, and that all abnormal occurrences and conditions have been recorded.</p>				
SIGNATURE(S) OF WATCH SUPERVISOR(S)				

FAA Form 7230-4

CHS-ATCT-0116
DEATH40 / N36017

SECTION 5.
Personnel Log(s)



Federal Aviation Administration

Memorandum

Date: September 8, 2015

To: Aircraft Accident Package, CHS-ATCT-0115
[REDACTED]

From: Stephanie Faison, ATM, CHS ATCT

Subject: **INFORMATION:** Personnel Logs
Aircraft Accident, DEATH41/N3601V
Moncks Corner, SC, July 7, 2015

The following personnel were assigned to Charleston ATCT, but were not scheduled for duty on July 7, 2015:

Robert A. Inglett, Jr.
Todd Kravchuk
Brett D. Garman
Allison H. Garbade
Brandon Strasler
Joseph Murgatroyd, III
Dustin P. Savel
Patrick Shields
Wade A. Gervais
Jason O. Brown
Anthony R. Wall
Russell A. McCorkle
Kent Marsh
Jonathan Mendez

ART - Sign On Log

9/8/2015 12:35:49 PM

CHS

Selected Report Dates: 7/6/2015 10:00:00 PM - 7/7/2015 10:00:00 PM

OPINIT	NAME	SHIFT/TYPE	SIGN- IN	SIGN - OUT	LV	OJT	CIC	TOS
LT	KESTELOOT, MOLLY L.	22:30-06:30/R	22:30:00	06:30:00			4+0	
	REMARKS							
JR	KIRKLAND, JEROME J.	22:30-06:30/R	22:30:00	06:30:00			3+45	
	REMARKS							
TC	COVERT, PATRICIA M.	06:00-14:00/R	06:00:00	14:00:00			1+45	
	REMARKS							
VR	SAHIJRAM, VICTOR R	06:00-14:00/R	06:00:00	14:00:00		0+40	1+46	
	REMARKS							
MN	TALKINGTON, MEGAN N.	06:00-14:00/R	06:00:00	14:00:00			5+18	
	REMARKS							
MB	CARRERAS, MEGAN B.	07:00-15:00/R	07:00:00	15:00:00				
	REMARKS							
AG	GARBADE, ALLISON H.	07:00-15:00/R	07:00:00	15:00:00	8+0			
	REMARKS							
KG	GOICO, KARLA C	07:00-15:00/R	07:00:00	15:00:00				
	REMARKS							
RI	INGLETT, ROBERT A., Jr.	07:00-15:00/R	07:00:00	15:00:00	8+0			
	REMARKS							
JK	KARAFI, JOHN R	07:00-15:00/R	07:00:00	15:00:00			2+19	
	REMARKS							
OI	KRAVCHUK, TODD A	07:00-15:00/R	07:00:00	15:00:00	8+0			
	REMARKS							
JM	MENDEZ, JONATHAN	07:00-15:00/R	07:00:00	15:00:00				
	REMARKS							
KY	YOUNG, KALI A	07:00-15:00/R	07:00:00	16:00:00				1+0
	REMARKS							
PT	THOMAS, PAULI A.	08:45-16:45/R	08:45:00	16:45:00				
	REMARKS							
ZD	ZAHN, DAVID M.	09:30-17:30/R	09:30:00	17:30:00				

CHS

Selected Report Dates: 7/6/2015 10:00:00 PM - 7/7/2015 10:00:00 PM

OPINIT	NAME	SHIFT/TYPER	SIGN- IN	SIGN - OUT	LV	OJT	CIC	TOS
	REMARKS							
JB	BUTLER, JOSHUA M	13:00-21:00/R	13:00:00	21:00:00				
	REMARKS							
CS	HARRIS, CHRISTOPHER C	13:00-21:00/R	13:00:00	21:00:00				
	REMARKS							
CH	MASON, CHRISTOPHER P.	13:00-21:00/R	13:00:00	21:00:00				
	REMARKS							
RO	O HARA, RICHARD L	13:00-21:00/R	13:00:00	21:00:00			5+8	
	REMARKS							
HS	ORTIZ, HOLLY S	13:00-21:00/R	13:00:00	21:00:00				
	REMARKS							
SE	SURETTE, JEFFREY A	13:00-21:00/R	13:00:00	21:00:00		2+40		
	REMARKS							
KB	BASS, KENNETH J, II	14:45-22:45/R	14:45:00	22:45:00		1+9	4+18	
	REMARKS							
JO	MURGATROYD, JOSEPH R., III	14:45-22:45/R	14:45:00	22:45:00	8+0			
	REMARKS							
SO	OLIVARES, SUSANNA T	14:45-22:45/R	14:45:00	22:45:00			1+46	
	REMARKS							

SECTION 6.

FAA Form(s) 7230-10, Position Log, or automated equivalent



Federal Aviation Administration

Memorandum

Date: September 9, 2015

To: CHS-ATCT-0115
[REDACTED]

From: ~~Stephanie Faison~~, ATM, CHS ATCT

Subject: INFORMATION: Position Log
Aircraft Accident, DEATH41/N3601V
Moncks Corner, SC, July 7, 2015

Jose Ruiz, Staff Specialist, CHS ATCT, upon being informed of the possible emergency situation, assisted with coordination from the OM position. Mr. Ruiz did not sign onto the position.

POSITION LOG

Fac ID:	CHS	Log Date:	7/7/2015		
Pos ID:	WEST	Pos Type:	AP		
TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0400		0944		GC	GC
0945	LT	0959	C		
1000	TC	1059	C		
1100	KY	1313	S		
1314	JK	1324	C		
1325	TC	1504	C		
1505	PT	1700	C		
1701	HS	1814	C		
1815	PT	1858	C		
1859	HS	2012	C		
2013	SO	2134	C		
2135	SE	2247	C		
2248	HS	0030	C		
0031	SO	0043	C		
0044	SO	0229	C		
0230		0359		GC	GC

FAA Form 7230-10 (Electronic)

CHS-RECT-0115
CERT#41 / N3601V

POSITION LOG

Fac ID: CHS Log Date: 7/7/2015
Pos ID: WH Pos Type: HO

TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0400		1247		WEST	AP
1248	PT	1345	C		
1346	KY	1419	S		
1420	JK	1509	C		
1510	JK	1613	C		
1614	VR	1700	C		
1701	SE	1720	C		
1721	CS	1848	T		
1721	SE	1848	C		
1849	SO	1925	C		
1926	SE	1926	C		
1927	CS	2040	T		
1927	SE	2040	C		
2041	SE	2054	C		
2055	HS	2214	C		
2215	SO	2326	C		
2327	SE	0030	C		
0031		0359		WEST	AP

FAA Form 7230-10 (Electronic)

CHS-ACCT-0115
CLEARAI / N3601V



Federal Aviation Administration

Memorandum

Date: September 11, 2015

To: CHS-ATCT-0115
[REDACTED]

From: Stephanie Faison, ATM, CHS ATCT

Subject: **INFORMATION:** OS_OM Position Log
Aircraft Accident, DEATH41/N3601V
Moncks Corner, SC, July 7, 2015

Charleston ATCT is not authorized an Operational Manager (OM) position. The supervisory position for the TRACON is designated as Operational Supervisor (OS) by CruSupport, CruArt, and CEDAR facility administrative programs.

POSITION LOG

Fac ID:	CHS	Log Date:	7/7/2015		
Pos ID:	GC	Pos Type:	GC		
TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0400	LT	0614	C		
0615	JR	0959	C		
1000	MN	1059	C		
1100	MB	1227	C		
1228	KG	1308	T		
1228	VR	1308	C		
1309	MB	1425	C		
1426	KY	1505	S		
1426	ZD	1505	R		
1506	MB	1631	C		
1632	ZD	1702	C		
1703	CS	1712	C		
1713	MB	1823	C		
1824	ZD	1936	C		
1937	RO	2019	C		
2020	ZD	2123	C		
2124	CS	2234	C		
2235	JB	2302	T		
2235	KB	2302	C		
2303	KB	2334	C		

FAA Form 7230-10 (Electronic)

POSITION LOG

Fac ID:	CHS	Log Date:	7/7/2015		
Pos ID:	GC	Pos Type:	GC		
TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
2335	RO	0027	C		
0028	KB	0229	C		
0230	VR	0359	C		

FAA Form 7230-10 (Electronic)

CHS-REG-1015
DETRAI / N361V

POSITION LOG

Fac ID: CHS
Pos ID: LC

Log Date: 7/7/2015
Pos Type: LC

TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0400		1004		GC	GC
1005	VR	1059	C		
1100	VR	1144	C		
1145	MN	1311	C		
1312	VR	1343	C		
1344	MN	1430	C		
1431	VR	1436	C		
1437	VR	1505	C		
1506	VR	1537	C		
1538	MN	1703	C		
1704	RO	1846	C		
1847	KB	1936	C		
1937	JB	2019	T		
1937	KB	2019	C		
2020	RO	2103	C		
2104	KB	2156	C		
2157	RO	2157	C		
2158	RO	2301	C		
2302	CS	0027	C		
0028		0359		GC	GC

FAA Form 7230-10 (Electronic)

CHS-0115
DELETED / N3601V

POSITION LOG

Fac ID: CHS
 Pos ID: CC

Log Date: 7/7/2015
 Pos Type: CC

TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0400		0359		Closed	

FAA Form 7230-10 (Electronic)

CHS-RJCT-0115
 DEATH / N3601V

POSITION LOG

Fac ID: CHS
Pos ID: EAST

Log Date: 7/7/2015
Pos Type: AP

TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0400		0359		WEST	AP

CHS-ATCI-0118
DETR41 / N3601V

POSITION LOG

Fac ID: CHS
Pos ID: EFD

Log Date: 7/7/2015
Pos Type: DI

TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0400		0359		EH	HO

CHS-PICT-0115
 DEATH / N3601V

POSITION LOG

Fac ID: CHS
Pos ID: EH

Log Date: 7/7/2015
Pos Type: HO

TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0400		0359		WH	HO

FAA Form 7230-10 (Electronic)

CHS-ATCT-0115
DETR41 / N3601V

POSITION LOG

Fac ID: CHS
Pos ID: FD/CD

Log Date: 7/7/2015
Pos Type: FD

TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0400		0359		GC	GC

FAA Form 7230-10 (Electronic)

CHS-RJCT-0115
DEIR41 / N3601V

POSITION LOG

Fac ID: CHS
 Pos ID: OS
 Log Date: 7/7/2015
 Pos Type: SI

TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0400		1313		Closed	
1314	KY	1423	S		
1424		1748		Closed	
1749	CH	0043	S		
0044		0359		CC	CC

FAA Form 7230-10 (Electronic)

CHS-ATCT-0113
 DEATR1 / N3601V

POSITION LOG

Fac ID: CHS
Pos ID: OS/CIC

Log Date: 7/7/2015
Pos Type: SI

TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0400		0359		Closed	

FAA Form 7230-10 (Electronic)

POSITION LOG

Fac ID: CHS
Pos ID: RC

Log Date: 7/7/2015
Pos Type: CI

TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0400		0359		Closed	

FAA Form 7230-10 (Electronic)

CHS-ATCT-0116
DEATH / N3601V

POSITION LOG

Fac ID: CHS
Pos ID: RCIC

Log Date: 7/7/2015
Pos Type: SI

TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0400		0944		TCIC	SC
0945	LT	0959	C		
1000	TC	1059	C		
1100	JK	1146	C		
1147	TC	1231	C		
1232	JK	1313	C		
1314		1419		OS/CIC	SI
1420	JK	1509	C		
1510	KY	1722	S		
1723	CH	1748	S		
1749		0043		OS/CIC	SI
0044	SO	0229	C		
0230	VR	0359	C		

FAA Form 7230-10 (Electronic)

CHS-ATCT-0118
DEATH4 / N3601V

POSITION LOG

Fac ID: CHS
Pos ID: TCIC

Log Date: 7/7/2015
Pos Type: SC

TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0400	LT	0614	C		
0615	JR	0959	C		
1000	MN	1059	C		
1100	VR	1144	C		
1145	MN	1311	C		
1312	VR	1343	C		
1344	MN	1436	C		
1437	VR	1505	C		
1506	MN	1703	C		
1704	RO	1846	C		
1847	KB	1936	C		
1937	RO	2103	C		
2104	KB	2157	C		
2158	RO	2302	C		
2303	KB	2334	C		
2335	RO	0027	C		
0028	KB	0229	C		
0230		0359		OS/CIC	SI

POSITION LOG

Fac ID: CHS
Pos ID: TOS

Log Date: 7/7/2015
Pos Type: SC

TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0400		0359		Closed	

FAA Form 7230-10 (Electronic)

CHS-REC-0115
DEPT:41 / N3601V

POSITION LOG

Fac ID: CHS
Pos ID: WFD

Log Date: 7/7/2015
Pos Type: DI

TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0400		0359		WH	HO

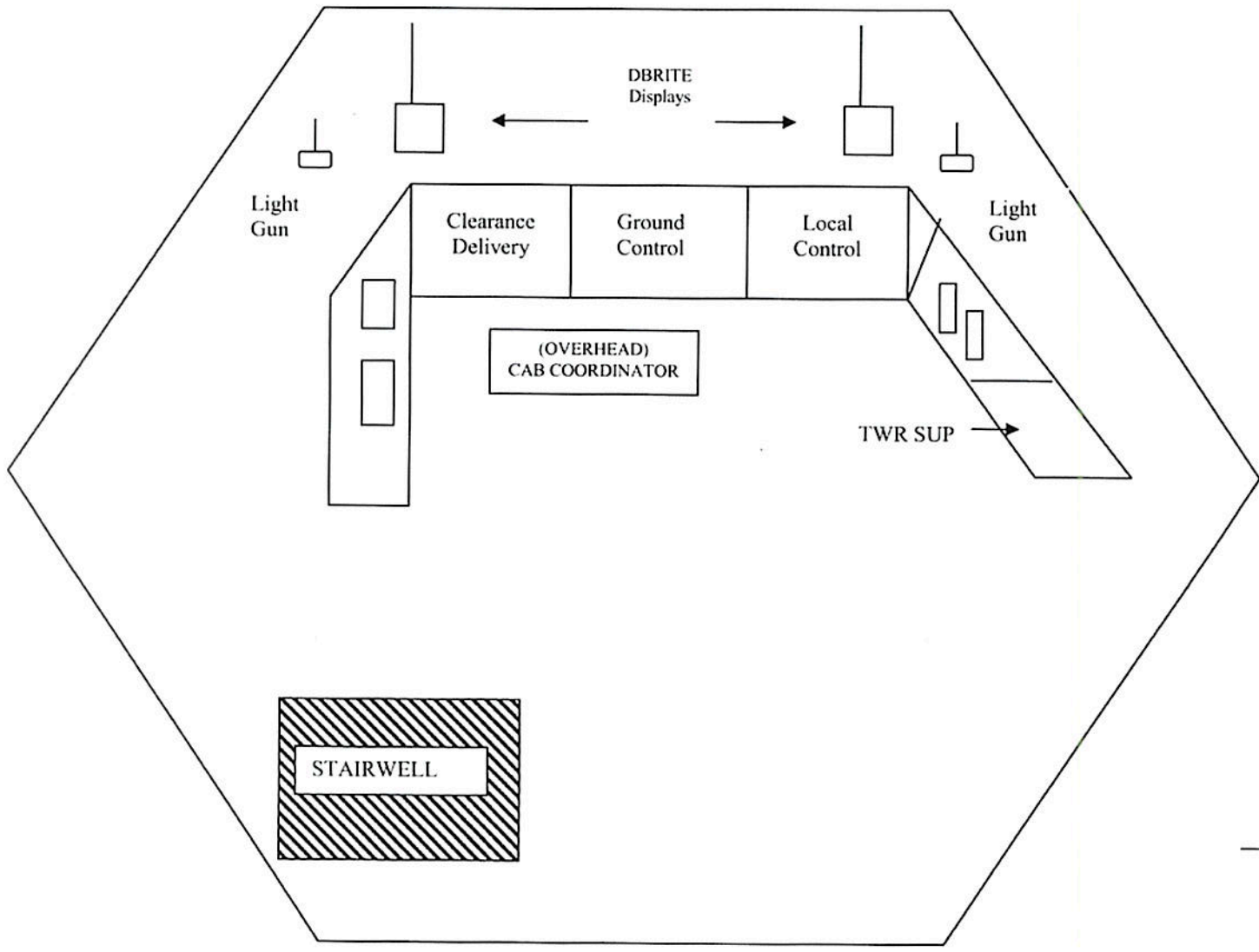
FAA Form 7230-10 (Electronic)

CHS-ATCT-0115
DEATH 1 / N3601V

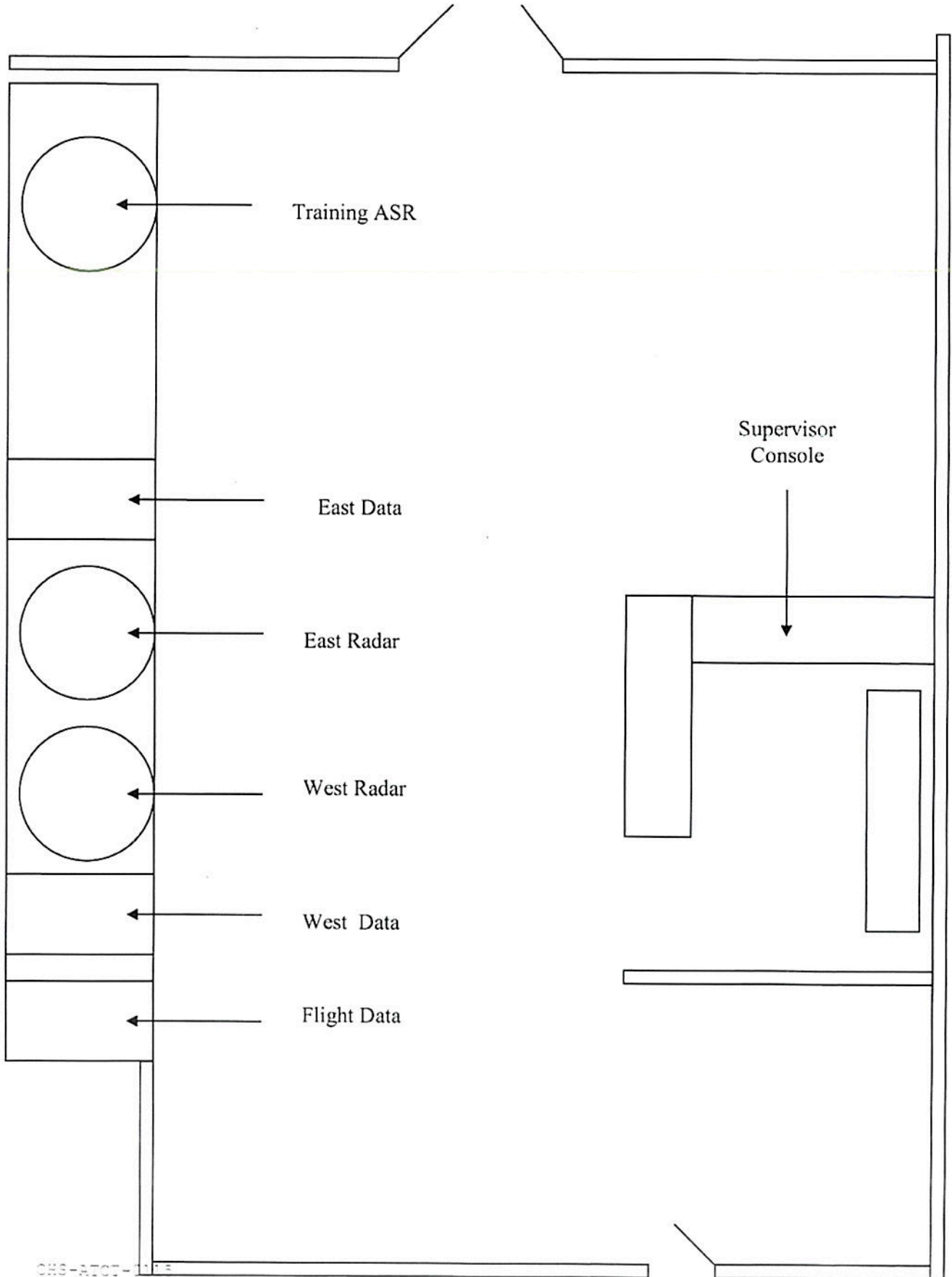
SECTION 7.
Facility Layout Chart(s)

Charleston Air Traffic Control Tower Facility Layout Chart
(TOWER CAB)
(NOT TO SCALE)

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100 21



Charleston Air Traffic Control Tower Facility Layout Chart (TRACON)
(NOT TO SCALE)

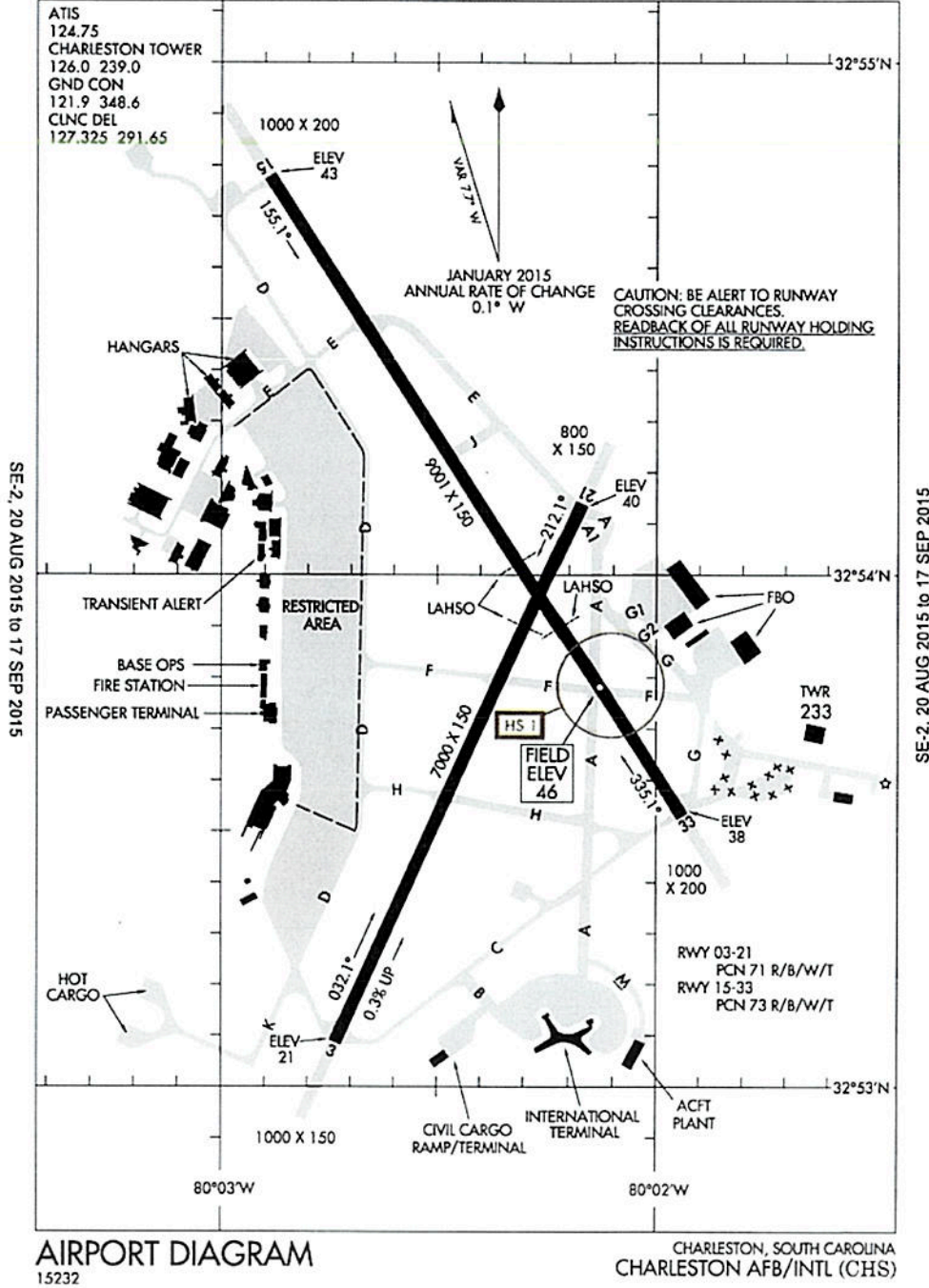


SECTION 8.
Airport Diagram

15232
AIRPORT DIAGRAM

AL-76 (FAA)

CHARLESTON AFB/INTL (CHS)
 CHARLESTON, SOUTH CAROLINA



"THIS DIAGRAM NOT TO SCALE"

SECTION 9.
Flight Progress Strip(s) and/or In-Flight Contact Record(s)

Flight Progress Strip(s)

FPS Charleston (SC) ATCT July 07, 2015 UTC

DEATH41
1
F16/I
752

5526	A1459
KMYR	
CHS 054/038	

IFR
6016
CHS ⊕CHS/D0+1 OCHS/D***
YK 15

<i>12</i>	<i>1452</i>

SECTION 10.
Transcription of Voice Recording(s)



Federal Aviation Administration

Memorandum

Date: September 11, 2015

To: Aircraft Accident File CHS-ATCT-0115


From: Charleston (SC) Airport Traffic Control Tower

Subject: **INFORMATION**: Partial Transcript
 Aircraft Accident, DEATH41 / N3601V
 Moncks Corner, SC, July 07, 2015

This transcription covers the Charleston (SC) Airport Traffic Control Tower (ATCT) WEST AP position for the time period from July 07, 2015, 1422 UTC, to July 07, 2015, 1651 UTC.

Agencies Making Transmissions	Abbreviations
DEATH41	DEATH41
Charleston ATCT West RADAR	WEST
Unknown	UNK
SNEKY91	SNEKY91
N2168L	N2168L
MDKT292	MDKT292
Shaw RAPCON, Shaw AFB, SC	SSC
Charleston ATCT Operational Supervisor	OS
LN452MT	LN452MT
Shaw RAPCON DOUBLESHOT	DBLSHOT
DELTA AIR LINES, INC., DAL2498	DAL2498
SPEED AVIATION LIMITED, SPTFR01	SPTFR01
SPTFR03	SPTFR03
C6562	C6562
N3249R	N3249R

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving DEATH41 / N3601V.


 John E. Gilliard III
 Staff Support Specialist
 Charleston (SC) ATCT

1422
 (1423-1451)

CHS-ATCT-0115
DEATH41 / N3601V

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1452

1452:34 DEATH41 approach death four one level six thousand

1452:38 WEST death four one charleston approach altimeter is three zero one six

1452:46 DEATH41 death four one sierra three zero one six requesting vectors for tacan runway one five option radar

1452:55 WEST death four one expect vectors tacan runway one five approach climb out instructions fly runway heading maintain two thousand return to this frequency

1453:06 DEATH41 death four one copies runway heading two thousand this freq

1453:24 WEST death four one fly heading two six zero vectors to final

1453:29 DEATH41 death four one right two six zero vectors
1454

1454:39 WEST death four one say intentions on the go

1454:43 DEATH41 death four one like climb out to vectors i l s runway one five

1454:52 WEST death four one are you gonna be full stopping at charleston eventually or you gonna need climb out

1454:56 DEATH41 death four one will be ah r t b to shaw today not full stop
1455

1455:02 WEST at ten thousand

1455:04 DEATH41 death four one requesting twenty four thousand going to the a r track

1455:24 WEST death four one descend and maintain one thousand six hundred

1455:28 DEATH41 death four one down to one thousand six hundred
1456
(1457-1458)
1459
1459:48 WEST information tango current at charleston the altimeter is
three zero one six
1500
1500:16 WEST death four one traffic twelve o'clock two miles opposite
direction one thousand two hundred indicated type unknown
1500:24 DEATH41 death four one *(unintelligible)
1500:26 WEST four one turn left heading one eight zero if you don't
have that traffic in sight
1500:30 UNK *(confirm) *(unintelligible)
1500:33 WEST death four one if you don't have that traffic in sight
turn left heading one eight zero immediately
1500:37 DEATH41 (unintelligible)
1500:53 WEST death four one traffic passing below you one thousand four
hundred
1500:58 DEATH41 death four one *(unintelligible) that ah aircraft is ah
*(unintelligible)
1501:08 WEST death four one ah unable to read you say again
1501:19 DEATH41 death four one mayday mayday mayday
1501:22 WEST death four one charleston
1501:39 WEST sneaky four one turn right heading zero niner zero
1501:42 DEATH41 death *(unintelligible)

1501:43 SNEKY91 *(unintelligible) for sneaky niner one

1501:45 WEST death four one charleston

1501:50 SNEKY91 approach sneaky niner one confirm heading zero niner zero

1501:53 WEST sneaky niner one affirmative

1501:55 SNEKY91 sneaky niner one heading zero niner zero and *(ah) we will be with chase

1501:58 WEST sneaky niner one roger understand flight of two
1502

1502:10 WEST sneaky niner one maintain three thousand and ah expect holding instructions

1502:15 SNEKY91 sneaky niner one

1502:20 WEST sneaky niner one ah we've got a mayday going on can i send you back to shaw

1502:26 SNEKY91 yeah that's affirm we can do that
1503
1504

1504:15 WEST one through ten one through ten we're on one five and two one visuals no shelf robroy is hot using gates traffic's *(madcat) five thousand overflight sneaky nine one climbing to ten direct shaw still at ten thousand told to expect a visual approach charleston exec gone to beaufort gone to columbia the h is death last ah mmm hmm known location nothing i have the position

1505
1506
1507

1507:17 WEST november six eight lima we may have had a couple of aircraft go down ah in that area you see any smoke coming up from the ground

1507:27 N2168L six eight lima is looking but i see nothing now

1507:41 WEST november six eight lima if you see any smoke coming up from the ground let me know probably off your right side somewhere within the next few miles

1507:49 N2168L *(okay) six eight lima will keep looking

1507:52 WEST midnight two niner two we may have had a couple of aircraft go down in your vicinity also possibly about your two o'clock and five miles and then twelve o'clock and five miles

1508:07 MDKT292 okay we'll advise midnight two niner two

1508:15 MDKT292 yeah we're picking up their e l t now midnight two niner two

1508:17 WEST thank you
1509
1510

1510:24 WEST november six eight lima any signs of ah wreckage off your right side anywhere

1510:28 N2168L negative ah i see nothing six eight lima

1510:31 WEST thank you sir

1510:33 MDKT292 charleston midnight two ninety two we got smoke off our right side about five miles

1510:39 WEST midnight two niner two thank you about your three o'clock or something else

1510:43 MDKT292 ah yeah directly at three o'clock right now
1511

1511:04 MDKT292 midnight two niner two thank you could you ah keep an eye out see if you can see anything off your left side also

1511:10 MDKT292 will do midnight two niner two
1512

CHS-ATCT-0115
DEATH41 / N3601V

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(1513-1523)
1524
1524:56 SSC charleston shaw
1525
1525:29 WEST charleston
1525:31 SSC charleston this is gene i got some lat longs for you
(unintelligible)
1525:34 OS hey i'm here gene go ahead
1526
1527
1527:34 LN452MT charleston
1527:39 LN452MT charleston departure medevac four five two mike tango with
you level one thousand
1527:39 WEST medevac four five two mike tango charleston departure
radar contact
1527:50 DBLSHOT charleston doubleshot handoff
1527:56 WEST charleston
1527:57 DBLSHOT hey five miles north of camil intersection squawking nine
four ah correction squawking five five six three spitfire
zero one a flight ah of four f sixteens out of twelve for
ten thousand enroute to ah the uhm lat longs that we
received
1528:12 WEST spitfire eight one or zero one which one
1528:15 DBLSHOT spitfire zero one i'm gonna uh amend his altitude here as
soon as i'm done with you and i'll see if i can flash him
to you
1528:18 WEST alright radar contact
1528:20 DBLSHOT romeo echo

1528:21 WEST p t

1528:22 WEST calling charleston say again

1528:23 DAL2498 delta twenty four ninety eight do you need a viewpoint on that possible incident

1528:30 WEST delta twenty four ninety eight you have something in sight

1528:34 DAL2498 say again

1528:36 WEST i'm sorry what were you asking

1528:37 DAL2498 i just needed if you needed a report of confirmation on that ah smoke or anything

1528:41 WEST did you see some smoke somewhere

1528:43 DAL2498 we do see smoke it's probably your *(guesstimate) at like eight miles to the ah north ah eh it's about approximate the *(unintelligible) area uh it's not a significant amount of smoke but uh there's definitely existence of it looks like there's some kind of a plant out there and i'd have to say it's maybe three to four miles north north west of that plant in a heavily wooded area

1529:03 WEST thank you sir

1529:12 WEST medevac two mike tango did you have coordinates or are you just looking for the scene

1529:17 LN452MT ah two mike tango we got coordinates i'm ah nine miles away on course and ah i think i have that *(unintelligible)

1529:23 SPTFR01 charleston approach spitfire zero one checking in ten thousand direct coordinates

1529:27 WEST delta twenty four ninety eight maintain niner thousand for traffic please

1529:31 DAL2498 okay nine thousand delta twenty four ninety eight

1529:35 WEST medevac two mike tango say again please

1529:37 LN452MT yes sir medevac two mike tango is on course i've got eight more miles to go it's ah just before berkeley county ah airfield

1529:43 WEST there may be another scene uh sooner than that probably within the next couple of miles or so

1529:50 LN452MT two mike tango copies ah apparently this report of smoke and fire

1529:55 WEST yeah we may have had one aircraft an f sixteen strike a v f r aircraft the f sixteen went down somewhere in the area where you're at now maybe within the next two miles or so the ah the other aircraft possibly up by the moncks corner airport

1530:11 LN452MT two mike tango copies i'm ah i'm deviating to ah investigate

1530:15 SPTFR01 spitfire zero one charleston approach good afternoon charleston altimeter three zero one six descend and maintain five thousand

1530:22 SPTFR01 spitfire zero one descend and maintain five thousand

1530:26 WEST spitfire zero one are you going to take the whole flight down with you or just the single

1530:34 SPTFR01 spitfire zero one ah i'd like to take the flight up to five thousand correction *(all) ships down to five thousand

1530:40 WEST spitfire zero one roger what ah what will the call sign be for the flight

1530:45 SPTFR01 ah the flight at ten thousand will be spitfire three
1531
1532

1532:18 LN452MT approach medevac two mike tango

1532:20 WEST medevac two mike tango charleston

1532:22 LN452MT charleston approach medevac two mike tango that's a *(bird) at my current position if you wanna mark it right now ah three three zero three north ah decimal one seven seven nine five nine ah decimal six three west uhm that definitely appears to be *(unintelligible)

1532:39 SPTFR01 charleston spitfire zero one i've got smoke *(unintelligible) coordinates

1532:44 SPTFR01 *(like to) have lower to investigate

1532:48 WEST spitfire zero one descend and maintain two thousand

1532:51 SPTFR01 spitfire zero one two thousand

1532:53 WEST medevac two mike tango you said there were vehicles at the scene

1532:57 LN452MT yeah there are two small pick up trucks at the scene right now ah not sure what they are they're definitely not fire

1533:10 WEST spitfire zero one the scene is just below you now there is a medevac helicopter over the scene and *(unintelligible)

1533:16 SPTFR01 spitfire zero one has visual the scene has visual that medevac helicopter

1533:20 WEST medevac two mike tango are you going to remain on that

site or are you gonna move up ah back towards the
original site

1533:26 LN452MT ah two mike tango ah i haven't gotten word from my base
yet *(unintelligible) moving up to berkeley county
1534

1534:03 WEST spitfire zero one maintain at or above one thousand six
hundred

1534:08 SPTFR01 spitfire zero one *(unintelligible) plus one thousand six
hundred

1534:10 WEST spitfire three just verify you're still at one zero
thousand

1534:40 WEST spitfire three verify you're at one zero thousand

1534:43 SNEKY91 negative spitfire

1534:47 SPTFR03 spitfire three one zero thousand

1534:51 WEST spitfire three you are radar contact one three miles north
of charleston
1535
1536

1536:39 SPTFR01 charleston approach spitfire zero one

1536:43 WEST spitfire zero one charleston

1536:46 SPTFR01 i've got coms with death four one on the ground

1536:59 WEST spitfire zero one roger i understand you're in contact
with spitfire four one on the ground

1537:04 SPTFR01 negative that's death four one on the ground that i'm in
contact with twenty eight twenty eight

1537:08 WEST i'm sorry thank you death four one thank you very much

1538

1538:19 SPTFR01 i have *(unintelligible) coordinates if you need them

1538:30 WEST spitfire zero one come up on my frequency two eight four
point zero please

1539

1539:18 SPTFR01 charleston approach spitfire zero one

1539:20 WEST spitfire zero one charleston

1539:24 SPTFR01 can you repeat that frequency you wanted me to come back
up on

1539:28 WEST spitfire zero one two eight four point zero just try it
one more time please they should be there now

1539:32 SPTFR01 spitfire

1540

1541

1542

1542:20 C6562 charleston approach coast guard six five six two

1542:24 WEST coast guard six five six two charleston

1542:27 C6562 approach this is six five six two we're about uh six miles
to the east ah heading northbound along the river just
want to let you know we're just outside your airspace

1542:32 WEST coast guard six five six two thank you squawk six four
five zero

1542:36 C6562 zero four five zero six five six two

1543

1543:55 WEST spitfire zero one charleston

1543:58 SPTFR01 do you have any update on the status of ah any one *(to)
pick this guy up

1544:06 WEST no ma'am stand by one moment

1544:08 WEST coast guard six five six two charleston

1544:11 C6562 charleston six five six two go ahead

1544:13 WEST we have a uh an aircraft go down about eight miles north of your present position and i'm not sure ah when uh responders are going to be able to get to him can you you mind headed up that way and take a look at the scene

1544:23 C6562 and approach six five six two affirmative we'd be happy to we're actually headed in that direction for reports that somebody *(assume) they saw something come off the plane and we got word of the ah plane go down so we think they're related but uh we'll head directly to that scene right now sir

1544:34 WEST okay the pilot did *(unintelligible) did ah eject from the aircraft and i have coordinates for his location stand by one moment and i'll get'em get'em to you

1544:42 C6562 roger that approach we're ready to copy

1544:46 N3249R and i'm sorry sir uh three two four nine romeo uh where was that *(unintelligible) is it eight miles north

1544:51 WEST november four nine romeo about six miles off your right side

1544:56 N3249R you need me to ah swing by there real quick

1544:59 WEST no sir i got a coast guard helicopter headed up that way and another aircraft circling the scene thank you though

1545:03 N3249R not a problem for four niner romeo

1545:05 WEST spitfire zero one there's a coast guard helicopter about four miles south of your present position at six hundred feet he's inbound at the scene at this time

1545:13 SPTFR01 spitfire zero one are you planning on having him pick up death four one

1545:18 WEST i'm trying to somebody else is actually coordinating with the ground units i'm gonna try to talk to them real quick and see if they've got somebody headed out there or what they'd like to do

1545:28 SPTFR01 spitfire
1546

1546:36 WEST coast guard six five six two i've got some lat longs for the pilot location if you're ready to copy

1546:44 C6562 coast guard six five six two is ready to copy

1546:46 WEST it's thirty three zero three point three one seven nine
1547
five nine point five one

1547:03 C6562 and coast guard six five six two copies *(unintelligible)

1547:20 WEST spitfire zero one i'm still trying to find out what's going on with any ground units that coast guard helicopter is now uh just off just west i mean uh east of your present position five hundred feet

1547:30 SPTFR01 spitfire now visual with that traffic

1547:34 C6562 and approach six five six *(one) sorry say again you were stepped on

1547:40 WEST coast guard six five six two there a aircraft circling over the scene a f sixteen ah just overhead you now they were just wondering if if the ground response was on the way i just told them that you were coming out there

1547:50 C6562 roger good copy

1547:54 LN452MT coast guard medicare ah just be advised that it's easy to spot with the smoke
1548

1549

1550

1550:25 WEST coast guard six five six two if you're not there already
change to my ah actually if you're not already on it
change to my frequency one one niner point three

1550:40 WEST medevac two mike tango if you're not there already change
to my frequency one one niner point three

1550:45 LN452MT meducare is on one one niner point three
1551

1551:57 WEST spitfire zero three if you're not there already change to
my frequency three seven eight point correction three
seven niner point niner two

1552:06 SPTFR03 spitfire three press three seven nine point nine two

1552:12 SPTFR03 spitfire three is up three seven nine dot nine two

1552:16 WEST thank you

1552:19 WEST alright here's *(what) you got coast guard six five six
two gave him the lat longs for the pilot the pilot
ejected from the plane spitfire three charleston

1552:26 SPTFR03 charleston spitfire three

1552:27 WEST spitfire three charleston

1552:28 SPTFR03 spitfire three got you loud and clear

1552:30 WEST thank you

1552:32 WEST alright spitfire one has been circling over the scene
they've made contact with the pilot on the ground gave us
the coordinates i gave those coordinates to coast guard
six five six two i think he's trying to look for a way to
get in there to get him cause we're not sure what's going
on and you're talking to all them right controllers i

medevac two mike tango went to get the ah look for the ah pilot of the other aircraft that went down uh spitfire three is a flight of two or three f sixteens circling over that scene at one zero thousand feet they should all be on your frequency *(unintelligible)

1553:49 C6562 charleston approach coast guard six five six two
1554

1554:18 WEST coast guard six five six two charleston

1554:22 C6562 located the pilot position is three three zero three decimal three zero seven niner five niner decimal five how copy

1554:39 WEST coast guard six five six two one more time please

1554:41 C6562 six five six two has located the pilot three three zero three decimal three zero seven niner five niner decimal five *(over)

1554:53 WEST thank you sir are you ah gonna be able to go in there and get them or land on there and speak with them or is he gonna or are you not able to get to that site

1555:04 C6562 six five six two is ah evaluating at this time

1555:07 WEST thank you

1555:38 LN452MT coast guard meducare *(i've) got you in sight we're headed back *(unintelligible)

1555:53 LN452MT approach meducare one ah is back inbound landmark
1556

1556:01 WEST meducare one roger report the airport in sight

1556:04 LN452MT meducare one wilco

1556:06 WEST spitfire one charleston

1556:09 SPTFR01 *(unintelligible)

1556:12 WEST yeah coast guard helicopter is trying to evaluate as to whether they can get into that area or not they do uh they do have the pilot in sight i believe they gave me the new gave me new coordinates for him but uh they're at about a hundred feet right now they're just trying to evaluate whether they can get in to where he's at or not

1556:34 SPTFR01 spitfire copies
1557
(1558-1559)
1600

1600:29 UNK *(unintelligible) zero i'm on your six o'clock ah willing to lend assistance if needed

1601

1601:31 SPTFR01 *(charleston) spitfire one

1601:41 WEST spitfire one charleston

1601:44 SPTFR01 in contact with death ah four one and he's moving east to a bigger clearing which is approximately ah six o'clock off the position of that coast guard helicopter right now

1601:56 WEST spitfire one roger
1602

1602:01 WEST coast guard six five six two charleston

1602:04 C6562 charleston six five six two

1602:05 SPTFR01 spitfire one request ops one nine when able

1602:10 WEST yeah the ah aircraft overhead the scene is in contact with the pilot they say the uh pilot is moving towards a larger clearing at about your uh six o'clock

1602:29 C6562 charleston uh six five six two roger

1602:47 WEST spitfire two did you have a request

1602:49 SPTFR03 spitfire three negative request spitfire one ops nine
when able
1603

1603:17 WEST spitfire three change to my frequency two eight four point
zero

1603:21 SPTFR03 spitfire three wilco

1603:23 SPTFR03 charleston spitfire three is up two eight four point zero

1603:27 WEST spitfire three roger spitfire one is also on this
frequency

1603:30 SPTFR03 spitfire three copies thanks
1604
1605
1606

1606:19 C6562 charleston approach coast guard six five six two
*(unintelligible) we were hovering right over the guy
*(unintelligible)

1606:35 WEST coast guard six five six two roger stand by

1606:51 WEST spitfire zero one if you could please the ah coast guard
helicopter is asking for an update on the pilot's
position they ah i think they've lost sight of him
1607

1607:01 SPTFR01 okay he's moved to a clearing that was ah east of his
previous position that clearing is approximately right
south of that swampy area and it looks like they're
directly over the top right now

1607:14 WEST coast guard six five six two they say you should be
directly over the the pilot at this time
1608

1608:04 WEST coast guard six five six two charleston

1608:21 SPTFR01 charleston spitfire

1608:23 WEST spitfire one go

1608:24 SPTFR01 looks like they should be visual with the pilot right now
if they'd like to talk to him he's up two eight two dot
eight

1608:31 WEST two eight two dot eight

1608:34 SPTFR01 that's affirm

1608:37 WEST coast guard six five six two charleston

1608:43 C6562 approach six five six two

1608:46 WEST coast guard six five six two if you'd like to speak with
the pilot he should be on monitoring two eight two point
eight that's two eight two point eight

1608:56 C6562 *(unintelligible)
1609
1610

1610:13 WEST spitfire zero one maintain uh at or below correction one
thousand six hundred to uh three thousand for a block
please for traffic

1610:28 SPTFR01 spitfire zero one maintain one thousand six hundred to
three thousand for a block please for traffic

1610:37 SPTFR01 spitfire zero one one ah thousand six hundred and above
also i've got ah trucks in the field currently ah
location of the pilot

1610:46 WEST spitfire zero one roger no higher than three thousand
please for traffic

1610:52 SPTFR01 spitfire one no higher than three thousand
1611

1611:15 SPTFR01 any update on the coordination
1612

1612:33 SPTFR01 charleston spitfire any update on the coordination

1612:40 WEST no ma'am i've got nothing at this time

1612:48 SPTFR01 charleston do you have a ah frequency for that coast guard helicopter

1612:54 WEST he should be on a one one niner point three
1613

1613:01 SPTFR01 spitfire thanks

1613:03 WEST and i also gave him the uh that two eighty two point eight so they're probably monitoring that also if you wanna try that
1614

1614:19 SPTFR01 coast guard helicopter orbiting the crash site spitfire zero one
1615
1616

1616:39 UNK spitfire one you tally the cessna on your right nine

1616:45 SPTFR01 affirm
1617
1618
1619

1619:55 C6562 charleston approach coast guard six five six two

1620:00 WEST coast guard six five six two charleston

1620:02 C6562 approach six two roger your pilot is enroute to ah medical care with the ground crew ah we're requesting a direct to j z i from present position over

1620:11 WEST coast guard six five six two they're with a a ground vehicle you said

1620:16 C6562 affirm uh we had our guy check him out no injury *(and) uh he's alright *(unintelligible)

1620:23 WEST coast guard six five six two thanks a lot for your help we appreciate it you can proceed as requested
1621
(1622-1650)

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DEATH41 / N3601V

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1651

End of Transcript

*This portion of the copy of the recording is not entirely clear, but this represents the best interpretation possible under the circumstances.



Federal Aviation Administration

...

Memorandum

Date: September 11, 2015

To: Aircraft Accident File CHS-ATCT-0115

From: Charleston (SC) Airport Traffic Control Tower

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, DEATH41 / N3601V
Moncks Corner, SC, July 07, 2015

This transcription covers the Charleston (SC) Airport Traffic Control Tower (ATCT) WH HO position for the time period from July 07, 2015, 1422 UTC, to July 07, 2015, 1651 UTC.

Agencies Making Transmissions	Abbreviations
DEATH41	DEATH41
Charleston ATCT West RADAR	WEST
Charleston ATCT West Handoff	WH
Charleston ATCT Flight Data	FD
SNEKY91	SNEKY91
Charleston ATCT Local Control	LC
Shaw RAPCON, Shaw AFB, SC	SSC
MDKT292	MDKT292
Jacksonville ARTCC Charleston Low Sector	CHS LO
N2168L	N2168L
Jacksonville ARTCC Operations Manager	ZJX OM
DELTA AIR LINES, INC., DAL2498	DAL2498
LN452MT	LN452MT
SPTFR01	SPTFR01
Unknown	UNK
SPTFR03	SPTFR03
C6562	C6562

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving DEATH41 / N3601V.



John E. Gilliard III
Staff Support Specialist
Charleston (SC) ATCT

CHS-ATCT-0115
DEATH41 / N3601V

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1422
(1423-1451)

1452

1452:34 DEATH41 approach death four one level six thousand

1452:38 WEST death four one charleston approach altimeter is three zero one six

1452:55 WEST death four one expect vectors tacan runway one five approach climb out instructions fly runway heading maintain two thousand return to this frequency

1453:06 DEATH41 death four one copies runway heading two thousand this freq

1453:24 WEST death four one fly heading two six zero vectors to final

1453:29 DEATH41 death four one right two six zero vectors
1454

1454:39 WEST death four one say intentions on the go

1454:43 DEATH41 death four one like climb out to vectors i l s runway one five

1454:52 WEST death four one are you gonna be full stopping at charleston eventually or you gonna need climb out

1454:56 DEATH41 death four one will be ah r t b to shaw today not full stop

1455

1455:02 WEST at ten thousand

1455:04 DEATH41 death four one requesting twenty four thousand going to the a r track

1455:24 WEST death four one descend and maintain one thousand six hundred

1455:28 DEATH41 death four one down to one thousand six hundred
1456

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(1457-1458)

1459

1459:48 WEST information tango current at charleston the altimeter is
three zero one six

1500

1500:16 WEST death four one traffic twelve o'clock two miles opposite
direction one thousand two hundred indicated type unknown

1500:24 DEATH41 death four one *(unintelligible)

1500:26 WEST four one turn left heading one eight zero if you don't
have that traffic in sight

1500:33 WEST death four one if you don't have that traffic in sight
turn left heading

1501

1501:38 WH data data

1501:39 FD data

1501:41 WH you uh uh kali up there

1501:43 FD *(here affirm)

1501:44 FD we got sneaky ah death looks like he's going down up there

1501:49 FD okay

1501:50 WH alright

1502

1502:10 WEST sneaky niner one maintain three thousand and ah expect
holding instructions

1502:15 SNEKY91 sneaky niner one

1502:20 WEST sneaky niner one ah we've got a

1502:22 WH local data

1502:23 LC local

1502:24 WH we got death ah four one he look appears to be going
inbound to two one there was another aircraft up there so
ah that was v f r so we're not talking anymore so he may
just come straight inbound to two one

1502:34 LC okay i'll watch him

1502:35 WH use caution for all of it

1502:37 LC alright v r
1503
1504

1504:15 WEST one through ten one through ten we're on one five and two
one visuals no shelf robroy is hot using gates traffic's
*(madcat) five thousand overflight sneaky nine one
climbing to ten direct shaw still at ten thousand told to
expect a visual approach charleston exec gone to beaufort
gone to columbia the h is death last ah mmm hmm known
location

1504:38 FD this is tracon

1504:41 WH kali you up there

1504:42 FD yes i'm going getting out right now

1504:44 WH okay it appears death may have gone down ten northeast ah
just north of the final and the other aircraft we don't
know about him

1504:49 FD okay i have ah smoke at that area

1504:51 WH thank you

1504:52 FD k y
1505

1505:15 WH shaw charleston eighty line

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1505:19 SSC shaw approach

1505:21 WH uh sneaky niner one's coming your way climbing to ten
thank you

1505:24 SSC and he's our control

1505:26 WH he is your control

1505:27 SSC perfect radar contact

1505:28 WH and we believe we lost uh death four one out there ah

1505:31 SSC okay buddy

1505:32 SSC *(unintelligible) somewhere

1505:33 WH ah i think he got with a v f r out there somewhere and ah
look they got smoke out there so we're *(working) with
that

1505:41 SSC okay

1505:42 WH j k

1505:42 SSC okay

1506
1507

1507:17 WEST november six eight lima we may have had a couple of
aircraft go down ah in that area

1507:52 WEST midnight two niner two we may have had a couple of
aircraft go down in your vicinity also possibly about
your two o'clock and five miles and then twelve o'clock
and five miles

1508:07 MDKT292 okay we'll advise midnight two niner two

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1508:15 MDKT292 yeah we're picking up their e l t now midnight two niner
two

1508:17 WEST thank you

1508:19 WH charleston low charleston twenty two

1508:31 CHS LO charles town

1508:32 WH yeah just for your information we had a ah f sixteen
possibly go down northeast of charleston and maybe a v f
r with him

1508:39 CHS LO oh my

1508:40 WH ah so you might be getting an e l t about eighteen
northeast of charleston ah anywhere from there to ten
miles or so

1508:47 CHS LO a midair

1508:48 WH then there is ah we don't know we haven't all he did was
declare a mayday and that's the last we heard from him

1508:53 CHS LO oh

1508:59 CHS LO wow okay alright thanks *(unintelligible)

1509:00 WH okay
1510

1510:24 WEST november six eight lima any signs of ah wreckage off your
right side anywhere

1510:28 N2168L negative ah i see nothing six eight lima

1510:31 WEST thank you sir

1510:33 MDKT292 charleston midnight two ninety two we got smoke off our
right side about five miles

1510:39 WEST midnight two niner two thank you about your three o'clock
or something else

1510:43 MDKT292 ah yeah directly at three o'clock right now
1511

1511:04 MDKT292 midnight two niner two thank you could you ah keep an eye
out see if you can see anything off

1512
(1513-1523)
1524
1524:56 SSC charleston shaw
1525

1525:02 WEST charleston

1525:03 SSC hey be advised this is the watch supe over at shaw

1525:05 WH yup

1525:06 SSC hey we got some guys turning out in doubleshot right now
on the one sixty one we gonna coordinate getting them
down lower and coming to you guys and they're going to
give you some coordinates and they're going to go
investigate the crash and see if there's a crash site

1525:18 WH ah there is one and uh

1525:20 SSC okay but they're gonna go and investigate it cause they
need a visual confirmation

1525:23 WH okay what's their call

1525:25 SSC their call sign'll be spitfire eight one

1525:31 WH spitfire eight one a flight of two

1525:33 SSC affirmative and i'll give you the coordinates here

momentarily

1525:36 WH alright thank you

1525:36 SSC alright charlie hotel
1526
1527

1527:25 WH charleston approach

1527:27 ZJX OM charleston i hate to bother you this is gene at jax center
what was the code that death four one was on when you
were working him

1527:32 WH oh let me go back and take a peek it's in the back back
there now

1527:36 ZJX OM alright sir

1527:37 WH uhm five five two six

1527:45 WH you there

1527:46 ZJX OM i'm here

1527:47 WH fifty five twenty six he was squawking

1527:49 ZJX OM fifty five twenty six so the death did we have a code on
the ah moncks departure or no

1527:54 WH he was v f r wasn't talking to us at the time and ah we
determined there was a cessna one fifty that departed
about that time that did not return

1528:02 ZJX OM okay do you have a call sign on the cessna

1528:04 WH i do not

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1528:05 ZJX OM alright sir thank you can you (unintelligible)

1528:05 WH hold on just a second i might back there at the back what was the call sign

1528:12 WH november three six zero one victor cessna one fifty with just one person

1528:17 ZJX OM november three six zero one victor

1528:19 WH yup

1528:19 ZJX OM cessna one fifty

1528:20 WH yup

1528:20 ZJX OM copy thank you (unintelligible) victor

1528:22 WEST calling charleston say again

1528:23 WH j k

1528:30 WEST delta twenty four ninety eight you have something in sight

1528:34 DAL2498 say again

1528:36 WEST i'm sorry what were you asking

1528:37 DAL2498 i just needed if you needed a report of confirmation on that ah smoke or anything

1528:41 WEST did you *(see) some smoke somewhere

1528:43 DAL2498 we do see smoke it's probably your *(guesstimate) at like eight miles to the ah north ah eh it's about approximate

the *(unintelligible) area uh it's not a significant amount of smoke but uh there's definitely existence of it looks like there's some kind of a plant out there and i'd have to say it's maybe three to four miles north north west of that plant in a heavily wooded area

1529:03 WEST thank you sir

1529:12 WEST medevac two mike tango did you have coordinates or are you just looking for the scene

1529:17 LN452MT ah two mike tango we got coordinates i'm ah nine miles away on course and ah i think i have that
*(unintelligible)

1529:23 SPTFR01 charleston approach spitfire zero one checking in ten thousand direct coordinates

1529:27 WEST delta twenty four ninety eight maintain niner thousand for traffic please

1529:35 WEST medevac two mike tango say again please

1529:37 LN452MT yes sir medevac two mike tango is on course i've got eight more miles to go it's ah just before berkeley county ah airfield

1529:43 WEST there may be another scene uh sooner than that probably within the next couple of miles or so

1529:50 LN452MT two mike tango copies ah apparently this report of smoke and fire

1529:55 WEST yeah we may have had one aircraft an f sixteen strike a v f r aircraft the f sixteen went down somewhere in the area where you're at now maybe within the next two miles or so the ah the other aircraft possibly up by the moncks corner airport

1530:11 LN452MT two mike tango copies i'm ah i'm deviating to ah investigate

1530:15 WEST spitfire zero one charleston approach good afternoon altimeter three zero one six descend and maintain five thousand

1530:23 SPTFR01 spitfire zero one descend and maintain five thousand

1530:26 WEST spitfire zero one are you going to take the whole flight down with you or just the single

1530:34 SPTFR01 spitfire zero one ah i'd like to take the *(flight up to five thousand correction all ships down to five thousand)

1530:40 WEST spitfire zero one roger what ah what will the call sign be for the flight

1530:45 SPTFR01 ah the flight at ten thousand will be spitfire three
1531
1532

1532:14 SSC charleston doubleshot

1532:16 WH charleston approach

1532:17 SSC hey reference spitfire enroute to that site

1532:19 WH yup

1532:19 SSC uh the uh lat longs we got uhm thirty three point oh three point two six north

1532:22 LN452MT charleston approach medevac two mike tango that's a *(bird) at my current position if you wanna mark it right now ah three three zero three north ah decimal one seven seven nine five nine ah decimal six three west uhm that definitely appears to be (unintelligible)

1532:26 WH yup

1532:27 SSC by seven nine point five nine point four seven west that's what i gave spitfire

1532:33 WH okay thank you

1532:33 SSC you bet

1532:34 WH *(unintelligible)

1532:34 SSC alright

1532:35 UNK ah decimal six three west that definitely appears to be (unintelligible)

1532:39 SPTFR01 charleston spitfire zero one (unintelligible)

1532:48 WEST spitfire zero one descend and maintain two thousand

1532:51 SPTFR01 spitfire zero one two thousand

1532:53 WEST medevac two mike tango you said there were vehicles at the scene

1532:57 LN452MT yeah there are two small pick up trucks at the scene right now ah not sure what they are they're definitely not fire

1533:10 WEST spitfire zero one the scene is just below you now there is a medevac helicopter over the scene and (unintelligible)

1533:16 SPTFR01 spitfire zero one has visual the scene has visual that medevac helicopter

1533:20 WEST medevac two mike tango are you going to remain on that site or are you gonna move up ah back towards the

original site

1533:26 LN452MT ah two mike tango ah i haven't gotten word from my base
yet *(unintelligible) moving up to berkeley county
1534
1534:47 SPTFR03 spitfire three one zero thousand

1534:51 WEST spitfire three you're radar contact one three miles north
of charleston
1535
1536
1536:39 SPTFR01 charleston approach spitfire zero one

1536:43 WEST spitfire zero one charleston

1536:46 SPTFR01 i've got coms with death four one on the ground
1537
1538
1538:19 SPTFR01 i have *(unintelligible) coordinates if you need them

1538:30 WEST spitfire zero one come up on my frequency two eight four
point zero please
1539
1539:03 WH spitfire zero one are you up

1539:09 WH spitfire zero one charleston approach you up

1539:26 WH spitfire zero one you up

1539:36 SPTFR01 charleston spitfire zero one

1539:39 WH spitfire zero one go ahead

1539:45 WH spitfire zero one charleston *(unintelligible) go ahead

1539:53 WH spitfire zero one how do you hear this transmitter

1539:56 SPTFR01 spitfire one has you loud and clear

1539:58 WH okay go ahead

1540:00 SPTFR01 okay i am ah visual with death four one on the ground uhm
he appears to be in good condition i have some better
coordinates for you

1540:09 WH okay go ahead with the coordinates

1540:11 SPTFR01 alright north thirty three zero three point three one zero
three west seventy nine fifty nine point five one seven
nine

1540:26 SPTFR01 he's located approximately a mile east of the smoke and
his location is marked by a parachute in a small clearing

1540:34 WH thank you very much we'll pass it along
1541
(1542-1544)
1545

1545:05 WEST inbound at the scene at this time

1545:13 SPTFR01 spitfire zero one are you planning on having him pick up
death four one

1545:18 WEST i'm trying to somebody else is actually coordinating with
the ground units i'm gonna try to talk to them real quick
and see if they've got somebody headed out there or what
they'd like to do

1545:28 SPTFR01 spitfire

1545:38 WH i've got one through ten one through ten we're on runway
one five and two one two one just opened back up because
of a bird strike we do not have the shelf rob roy last i
heard was hot but i've been kinda in and out alright with
the thing here he's got the traffic even though it's he's
got a couple those i don't even know if these guys are
still here ah we had one go down the f sixteen about
eleven northeast i'm aware you already know
*(unintelligible) the guy found the parachute the guy's
in good condition but they're hunting the other guy up

there a cessna one fifty by moncks corner uhm so he's got a lot in that area he's got spitfire he's got two circling out here at ten that are uh v f r i assume they were i f r when they came over spitfire went down to two zero one and has been relaying information and ah that's pretty much all i is all there is these were both this site i think i don't know and the pilot was at these coordinates she this is the one she was *(unintelligible) and i'm not sure of what the uh exact last two north digits were but she can tell you okay i got it spitfire v r

1546:36 WEST coast guard six five six two i've got some lat longs for the pilot location if you're ready to copy

1546:44 C6562 coast guard six five six two is ready to copy

1546:46 WEST it's thirty three zero three point three one seven nine
1547 five nine point five one

1547:20 WEST spitfire zero one i'm still trying to find out what's going on with any ground units that coast guard helicopter is now uh just off just west i mean uh east of your present position five hundred feet

1547:30 SPTFR01 spitfire now visual with that traffic

1547:34 C6562 and approach six five six *(one) sorry say again you were stepped on

1547:40 WEST coast guard six five six two there a aircraft circling over the scene a f sixteen ah just overhead you now they were just wondering if if the ground response was on the way i just told them that you were coming out there

1547:50 C6562 roger good copy

1547:54 LN452MT coast guard medicare ah just be advised that it's easy to spot with the smoke
1548
(1549-1559)
1600

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DEATH41 / N3601V

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1600:29 UNK (unintelligible) zero i'm on your six o'clock ah willing
to lend assistance if needed
1601

1601:31 SPTFR01 *(charleston) spitfire one

1601:44 SPTFR01 in contact with death ah four one and he's moving east to
a bigger clearing which is approximately ah six o'clock
off the position of that coast guard helicopter right now

1601:56 WEST spitfire one roger
1602

1602:01 WEST coast guard six five six two charleston

1602:04 C6562 charleston six five six two

1602:05 SPTFR01 spitfire one request ops nine when able

1602:10 WEST yeah the ah aircraft overhead the scene is in contact with
the pilot they say the uh pilot is moving towards a
larger clearing at about your uh six o'clock

1602:29 C6562 charleston uh six five six two roger

1602:47 WEST spitfire two did you have a request

1602:49 SPTFR03 spitfire three negative request spitfire one ops nine when
able
1603

1603:17 WEST spitfire three change to my frequency two eight four point
zero

1603:21 SPTFR03 spitfire three wilco

1603:23 SPTFR03 charleston spitfire three is up two eight four point zero
1604
1605
1606

1606:19 C6562 charleston approach coast guard six five six two
*(unintelligible) we were hovering right over the guy
*(unintelligible)

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DEATH41 / N3601V

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1606:35 WEST coast guard six five six two roger stand by
1607
1608
1608:04 WEST coast guard six five six two charleston

1608:21 SPTFR01 charleston spitfire

1608:23 WEST spitfire one go

1608:24 SPTFR01 looks like they should be visual with the pilot right now
if they'd like to talk to him he's up two eight two dot
eight

1608:31 WEST two eight two dot eight

1608:34 SPTFR01 that's affirm

1608:37 WEST coast guard six five six two charleston

1608:43 C6562 approach six five six two

1608:46 WEST coast guard six five six two if you'd like to speak with
the pilot he should be on monitoring two eight two point
eight that's two eight two point eight

1608:56 C6562 *(unintelligible)
1609
1610
1610:13 WEST spitfire zero one maintain uh at or below correction one
thousand six hundred to uh three thousand for a block
please for traffic

1610:28 SPTFR01 spitfire zero one maintain one thousand six hundred to
three thousand for a block please for traffic

1610:37 SPTFR01 spitfire zero one one ah thousand six hundred and above
also i've got ah trucks in the field currently location
of the pilot

1610:46 WEST spitfire zero one roger no higher than three thousand
please for traffic

1610:52 SPTFR01 spitfire one no higher than three thousand
1611

1611:15 SPTFR01 charleston spitfire one any update on the coordination
1612

1612:40 WEST no ma'am i've got nothing at this time

1612:48 SPTFR01 charleston do you have a ah frequency for that coast guard
helicopter

1612:54 WEST he should be on a one one niner point three
1613

1613:01 SPTFR01 spitfire thanks

1613:03 WEST and i also gave him the uh that two eighty two point eight
so they're probably monitoring that also if you wanna try
that
1614

1614:19 SPTFR01 coast guard helicopter orbiting the crash site spitfire
zero one
1615
1616

1616:39 UNK spitfire one you tally the cessna on your right nine

1616:45 SPTFR01 affirm
1617
1618
1619

1619:55 C6562 charleston approach coast guard six five six two

1620:00 WEST coast guard six five six two charleston

1620:02 C6562 approach six two roger your pilot is enroute to ah medical
care with the ground crew ah we're requesting a direct to
j z i from present position over

1620:11 WEST coast guard six five six two they're with a a ground
vehicle you said

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DEATH41 / N3601V

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1620:16 C6562 affirm uh we had our guy check him out no injury and uh
he's alright *(unintelligible)

1620:23 WEST coast guard six five six two thanks a lot for your help we
appreciate it you can proceed as requested

1621
(1622-1650)
1651

End of Transcript

*This portion of the copy of the recording is not entirely clear, but this
represents the best interpretation possible under the circumstances.



Federal Aviation Administration

Memorandum

Date: September 11, 2015

To: Aircraft Accident File CHS-ATCT-0115

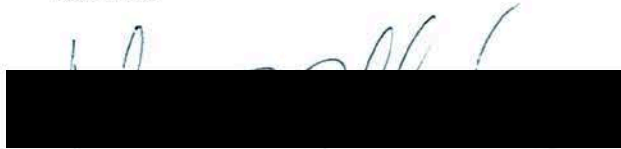
From: Charleston (SC) Airport Traffic Control Tower

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, DEATH41 / N3601V
Moncks Corner, SC, July 07, 2015

This transcription covers the Charleston (SC) Airport Traffic Control Tower (ATCT) OS OM position for the time period from July 07, 2015, 1422 UTC, to July 07, 2015, 1651 UTC.

Agencies Making Transmissions	Abbreviations
DEATH41	DEATH41
Charleston ATCT West RADAR	WEST
Unknown	UNK
SNEKY91	SNEKY91
N2168L	N2168L
MDKT292	MDKT292
Charleston ATCT Operational Supervisor	OS
Jacksonville ARTCC Operations Manager	ZJX SUP
Shaw RAPCON, Shaw AFB, SC	SSC
LN452MT	LN452MT
Shaw RAPCON DOUBLESHOT, Shaw AFB, SC	DBLSHOT
DELTA AIR LINES, INC., DAL2498	DAL2498
SPTFR01	SPTFR01
Charleston ATCT West Handoff	WH
Charleston ATCT Local Control	LC
C6562	C6562
SPTFR03	SPTFR03

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving DEATH41 / N3601V.



John E. Gilliard III
Staff Support Specialist
Charleston (SC) ATCT

1422
(1423-1451)
1452
1452:34 DEATH41 approach death four one level six thousand

1452:38 WEST death four one charleston approach altimeter is three zero one six

1452:46 DEATH41 death four one sierra three zero one six requesting vectors for tacan runway one five option radar

1452:55 WEST death four one expect vectors tacan runway one five approach climb out instructions fly runway heading maintain two thousand return to this frequency

1453:06 DEATH41 death four one copies runway heading two thousand this freq

1453:24 WEST death four one fly heading two six zero vectors to final

1453:29 DEATH41 death four one right two six zero vectors
1454

1454:39 WEST death four one say intentions on the go

1454:43 DEATH41 death four one like climb out to vectors i l s runway one five

1454:52 WEST death four one are you gonna be full stopping at charleston eventually or you gonna need climb out

1454:56 DEATH41 death four one will be ah r t b to shaw today not full stop
1455

1455:02 WEST at ten thousand

1455:04 DEATH41 death four one requesting twenty four thousand going to the a r track

1455:24 WEST death four one descend and maintain one thousand six hundred

1455:28 DEATH41 death four one down to one thousand six hundred
1456
(1457-1458)
1459
1459:48 WEST information tango current at charleston the altimeter is
three zero one six
1500
1500:16 WEST death four one traffic twelve o'clock two miles opposite
direction one thousand two hundred indicated type unknown
1500:24 DEATH41 death four one *(unintelligible)
1500:26 WEST four one turn left heading one eight zero if you don't
have that traffic in sight
1500:30 UNK *(confirm) *(unintelligible)
1500:33 WEST death four one if you don't have that traffic in sight
turn left heading one eight zero immediately
1500:37 DEATH41 *(unintelligible)
1500:53 WEST death four one traffic passing below you one thousand four
hundred
1500:58 DEATH41 death four one *(unintelligible) that ah aircraft is ah
*(unintelligible)
1501:08 WEST death four one ah unable to read you say again
1501:19 DEATH41 death four one mayday mayday mayday
1501:22 WEST death four one charleston
1501:39 WEST sneaky four one turn right heading zero niner zero
1501:42 DEATH41 death *(unintelligible)

1501:43 SNEKY91 *(unintelligible) for sneaky niner one

1501:45 WEST death four one charleston

1501:50 SNEKY91 approach sneaky niner one confirm heading zero niner zero

1501:53 WEST sneaky niner one affirmative

1501:55 SNEKY91 sneaky niner one heading zero niner zero and *(ah) we will be with chase

1501:58 WEST sneaky niner one roger understand flight of two
1502

1502:10 WEST sneaky niner one maintain three thousand and ah expect holding instructions

1502:15 SNEKY91 sneaky niner one

1502:20 WEST sneaky niner one ah we've got a mayday going on can i send you back to shaw

1502:26 SNEKY91 yeah that's affirm we can do that
1503
1504

1504:15 WEST one through ten one through ten we're on one five and two one visuals no shelf robroy is hot using gates traffic's *(madcat) five thousand overflight sneaky nine one climbing to ten direct shaw still at ten thousand told to expect a visual approach charleston exec gone to beaufort gone to columbia the h is death last ah mmm hmm known location nothing i have the position

1505
1506
1507

1507:17 WEST november six eight lima we may have had a couple of aircraft go down ah in that area you see any smoke coming up from the ground

1507:27 N2168L six eight lima is looking but i see nothing now

1507:41 WEST november six eight lima if you see any smoke coming up from the ground let me know probably off your right side somewhere within the next few miles

1507:49 N2168L *(okay) six eight lima will keep looking

1507:52 WEST midnight two niner two we may have had a couple of aircraft go down in your vicinity also possibly about your two o'clock and five miles and then twelve o'clock and five miles

1508:07 MDKT292 okay we'll advise midnight two niner two

1508:15 MDKT292 yeah we're picking up their e l t now midnight two niner two

1508:17 WEST thank you
1509
1510

1510:24 WEST november six eight lima any signs of ah wreckage off your right side anywhere

1510:28 N2168L negative ah i see nothing six eight lima

1510:31 WEST thank you sir

1510:33 MDKT292 charleston midnight two ninety two we got smoke off our right side about five miles

1510:39 WEST midnight two niner two thank you about your three o'clock or something else

1510:43 MDKT292 ah yeah directly at three o'clock right now
1511

1511:04 MDKT292 midnight two niner two thank you could you ah keep an eye out see if you can see anything off your left side also

1511:10 MDKT292 will do midnight two niner two
1512

(1513-1516)
1517

1517:21 OS charleston approach can i help you

1517:23 ZJX SUP charleston this is gene at jacksonville center reference a potential downed aircraft you were working the f sixteen what was hi call sign

1517:29 OS death ah four one

1517:32 ZJX SUP d e a

1517:33 OS d e a t h four one

1517:34 ZJX SUP d e a t h four one

1517:37 OS d e a t h four one yes sir

1517:38 OS hey can you when you get a chance can you call me back and ah i got something i gotta ask you

1517:41 ZJX SUP alright thank you very much we're gonna put out an alnot

1517:47 ZJX SUP alright you want me to call you on on a land line

1517:48 OS this is fine if you got a second

1517:49 ZJX SUP i have go ahead

1517:50 OS i'm trying to get lat long our equipment does not give me that i'm trying to pull up google earth now

1517:55 ZJX SUP okay

1517:56 OS ah we believe it happened on the charleston ah i'm gonna give you an estimate

1518

1518:03 OS okay

1518:04 OS fifteen oh one too far off the charleston looks like uhm
about a zero two zero for about ten miles

1518:17 ZJX SUP okay

1518:18 OS if can you call us back with a lat long we're trying to
get all this to the search and rescue people

1518:22 ZJX SUP we will do that and don't don't hesitate to call us for
help we'll do anything we can to help you

1518:27 OS alright thank you sir

1518:28 ZJX SUP alright i v

1518:29 OS alright bye

1519

(1520-1523)

1524

1524:56 SSC charleston shaw

1525

1525:29 WEST charleston approach

1525:31 SSC charleston this is gene i got some lat longs for you
*(unintelligible)

1525:34 OS hey i'm here gene go ahead

1525:36 ZJX SUP three three six point one six eight zero zero point one
zero

1525:44 OS eight zero zero point one zero

1525:46 ZJX SUP yes sir

1525:48 OS okay that's uh three three six point one six and eight zero zero point one zero

1525:53 ZJX SUP that's correct sir

1525:54 OS thank you sir

1525:55 ZJX SUP okay and uh any word anything uh uh law de law enforcement or dispatches or anything seeing anything
1526

1526:02 OS we had an individual that called reported that they saw something go down ah and we have an address so we passed that that along to the sheriff's department and the fire department

1526:13 ZJX SUP very good

1526:14 OS and hopefully they're on their way if not there by now

1526:17 ZJX SUP okay hang on a second

1526:19 OS yes sir

1526:20 ZJX SUP copy india victor

1526:20 ZJX SUP i'm gonna put *(unintelligible) it's just verify the *(unintelligible) it's thirty three degrees six point one six

1526:28 OS thirty three degrees six point one six okay

1526:34 ZJX SUP and eight zero degrees point one zero

1526:39 OS point one zero okay

1526:42 ZJX SUP alright thank you

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1526:44 OS thank you sir

1526:45 ZJX SUP okay

1526:45 OS bye
1527

1527:39 LN452MT charleston departure medevac four five two mike tango with
you level one thousand

1527:39 WEST medevac four five two mike tango charleston departure
radar contact

1527:50 DBLSHOT charleston doubleshot handoff

1527:56 WEST charleston

1527:57 DBLSHOT hey five miles north of camil intersection squawking nine
four ah correction squawking five five six three spitfire
zero one a flight ah of four f sixteens out of twelve for
ten thousand enroute to ah the um lat longs that we
received

1528:12 WEST spitfire eight one or zero one which one

1528:15 DBLSHOT spitfire zero one i'm gonna uh amend his altitude here as
soon as i'm done with you and i'll see if i can flash him
to you

1528:18 WEST alright radar contact

1528:20 DBLSHOT romeo echo

1528:23 DAL2498 delta twenty four ninety eight do you need a viewpoint on
that possible incident

1528:30 WEST delta twenty four ninety eight you have something in sight

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1528:34 DAL2498 say again

1528:36 WEST i'm sorry what were you asking

1528:37 DAL2498 i just needed if you needed a report of confirmation on that ah smoke or anything

1528:41 WEST did you see some smoke somewhere

1528:43 DAL2498 we do see smoke it's probably your *(guesstimate) at like eight miles to the ah north ah eh it's about approximate the *(unintelligible) area uh it's not a significant amount of smoke but uh there's definitely existence of it looks like there's some kind of a plant out there and i'd have to say it's maybe three to four miles north north west of that plant in a heavily wooded area

1529:03 WEST thank you sir

1529:12 WEST medevac two mike tango did you have coordinates or are you just looking for the scene

1529:17 LN452MT ah two mike tango we got coordinates i'm ah nine miles away on course and ah i think i have that *(unintelligible)

1529:23 SPTFR01 charleston approach spitfire zero one checking in ten thousand direct coordinates

1529:27 WEST delta twenty four ninety eight maintain niner thousand for traffic please

1529:31 DAL2498 okay nine thousand delta twenty four ninety eight

1529:35 WEST medevac two mike tango say again please

1529:37 LN452MT yes sir medevac two mike tango is on course i've got eight more miles to go it's ah just before berkeley county ah

airfield

1529:43 WEST there may be another scene uh sooner than that probably within the next couple of miles or so

1529:50 LN452MT two mike tango copies ah apparently this report of smoke and fire

1529:55 WEST yeah we may have had one aircraft an f sixteen strike a v f r aircraft the f sixteen went down somewhere in the area where you're at now maybe within the next two miles or so the ah the other aircraft possibly up by the moncks corner airport

1530:11 LN452MT two mike tango copies i'm ah i'm deviating to ah investigate

1530:15 SPTFR01 spitfire zero one charleston approach good afternoon charleston altimeter three zero one six descend and maintain five thousand

1530:22 SPTFR01 spitfire zero one descend and maintain five thousand

1530:26 WEST spitfire zero one are you going to take the whole flight down with you or just the single

1530:34 SPTFR01 spitfire zero one ah i'd like to take the flight up to five thousand correction *(all) ships down to five thousand

1530:40 WEST spitfire zero one roger what ah what will the call sign be for the flight

1530:45 SPTFR01 ah the flight at ten thousand will be spitfire three
1531
1532

1532:14 SSC charleston doubleshot

1532:16 WH charleston approach

1532:17 SSC hey reference spitfire enroute to that site

1532:18 LN452MT approach medevac two mike tango

1532:19 WH yup

1532:19 SSC uh the uh lat longs we got uhm thirty three point oh three point two six north

1532:20 WEST medevac two mike tango charleston

1532:22 LN452MT charleston approach medevac two mike tango that's a *(bird) at my current position if you wanna mark it right now ah three three zero three north ah decimal one seven seven nine five nine ah decimal six three west uhm that definitely appears to be *(unintelligible)

1532:26 WH yup

1532:27 SSC by seven nine point five nine point four seven west that's what i gave spitfire

1532:33 WH okay thank you

1532:33 SSC you bet

1532:39 SPTFR01 charleston spitfire zero one i've got smoke *(unintelligible) coordinates

1532:44 SPTFR01 *(like to) have lower to investigate

1532:48 WEST spitfire zero one descend and maintain two thousand

1532:51 SPTFR01 spitfire zero one two thousand

1532:53 WEST medevac two mike tango you said there were vehicles at the

scene

1532:57 LN452MT yeah there are two small pick up trucks at the scene right
now ah not sure what they are they're definitely not fire
1533

1533:10 WEST spitfire zero one the scene is just below you now there is
a medevac helicopter over the scene and *(unintelligible)

1533:12 OS tower supe

1533:13 LC yes sir

1533:14 OS ah listen we are gonna have to combine the c i c up there

1533:17 LC okay

1533:18 OS we're gonna have to rotate up and down according to kali

1533:21 LC okay

1533:22 OS so right now i'm trying to figure out how long karafa's
been in

1533:26 LC hey *(unintelligible) one second two one unusable will you
tell them that and make it a second bird strike

1533:30 OS yup

1533:36 OS okay they know

1533:36 LC okay

1533:37 OS so if you don't mind close up c i c whoever whoever needs
to go on break ah i guess take your headset and come down
here and then we'll go from there okay

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1533:39 LC okay

1533:45 LC okay

1533:48 LC okay

1534
(1535-1553)

1554

1554:22 C6562 located the pilot position is three three zero three decimal three zero seven niner five niner decimal five how copy

1554:39 WEST coast guard six five six two one more time please

1554:41 C6562 six five six two has located the pilot three three zero three decimal three zero seven niner five niner decimal five *(over)

1554:53 WEST thank you sir are you ah gonna be able to go in there and get them or land on there and speak with them or is he gonna or are you not able to get to that site

1555

1555:04 C6562 six five six two is ah evaluating at this time

1555:07 WEST thank you

1555:38 LN452MT coast guard meducare *(i've) got you in sight we're headed back *(unintelligible)

1555:53 LN452MT approach meducare one ah is back inbound landmark

1556

1556:01 WEST meducare one roger report the airport in sight

1556:04 LN452MT meducare one wilco

1556:06 WEST spitfire one charleston

1556:09 SPTFR01 *(unintelligible)

1556:12 WEST yeah coast guard helicopter is trying to evaluate as to whether they can get into that area or not they do uh they do have the pilot in sight i believe they gave me the new gave me new coordinates for him but uh they're at about a hundred feet right now they're just trying to evaluate whether they can get in to where he's at or not

1556:34 SPTFR01 spitfire copies
1557
(1558-1559)
1600
1600:29 UNK *(unintelligible) zero i'm on your six o'clock ah willing to lend assistance if needed
1601

1601:31 SPTFR01 *(charleston) spitfire one

1601:41 WEST spitfire one charleston

1601:44 SPTFR01 in contact with death ah four one and he's moving east to a bigger clearing which is approximately ah six o'clock off the position of that coast guard helicopter right now

1601:56 WEST spitfire one roger
1602

1602:01 WEST coast guard six five six two charleston

1602:04 C6562 charleston six five six two

1602:05 SPTFR01 spitfire one request ops one nine when able

1602:10 WEST yeah the ah aircraft overhead the scene is in contact with the pilot they say the uh pilot is moving towards a larger clearing at about your uh six o'clock

1602:29 C6562 charleston uh six five six two roger

1602:47 WEST spitfire two did you have a request

1602:49 SPTFR03 spitfire three negative request spitfire one ops nine when able

1603
1603:17 WEST spitfire three change to my frequency two eight four point zero

1603:21 SPTFR03 spitfire three wilco

1603:23 SPTFR03 charleston spitfire three is up two eight four point zero

1603:27 WEST spitfire three roger spitfire one is also on this frequency

1603:30 SPTFR03 spitfire three copies thanks
1604
1605
1606

1606:19 C6562 charleston approach coast guard six five six two
*(unintelligible) we were hovering right over the guy
*(unintelligible)

1606:35 WEST coast guard six five six two roger stand by

1606:51 WEST spitfire zero one if you could please the ah coast guard helicopter is asking for an update on the pilot's position they ah i think they've lost sight of him

1607

1607:01 SPTFR01 okay he's moved to a clearing that was ah east of his previous position that clearing is approximately right south of that swampy area and it looks like they're directly over the top right now

1607:14 WEST coast guard six five six two they say you should be directly over the the pilot at this time

1608

1608:04 WEST coast guard six five six two charleston

1608:21 SPTFR01 charleston spitfire

1608:23 WEST spitfire one go

1608:24 SPTFR01 looks like they should be visual with the pilot right now

if they'd like to talk to him he's up two eight two dot eight

1608:31 WEST two eight two dot eight

1608:34 SPTFR01 that's affirm

1608:37 WEST coast guard six five six two charleston

1608:43 C6562 approach six five six two

1608:46 WEST coast guard six five six two if you'd like to speak with the pilot he should be on monitoring two eight two point eight that's two eight two point eight

1608:56 C6562 *(unintelligible)

1609

1610

1610:13 WEST spitfire zero one maintain uh at or below correction one thousand six hundred to uh three thousand for a block please for traffic

1610:28 SPTFR01 spitfire zero one maintain one thousand six hundred to three thousand for a block please for traffic

1610:37 SPTFR01 spitfire zero one one ah thousand six hundred and above also i've got ah trucks in the field currently ah location of the pilot

1610:46 WEST spitfire zero one roger no higher than three thousand please for traffic

1610:52 SPTFR01 spitfire one no higher than three thousand
1611

1611:15 SPTFR01 any update on the coordination
1612

1612:33 SPTFR01 charleston spitfire any update on the coordination

1612:40 WEST no ma'am i've got nothing at this time

1612:48 SPTFR01 charleston do you have a ah frequency for that coast guard helicopter

1612:54 WEST he should be on a one one niner point three
1613

1613:01 SPTFR01 spitfire thanks

1613:03 WEST and i also gave him the uh that two eighty two point eight so they're probably monitoring that also if you wanna try that
1614

1614:19 SPTFR01 coast guard helicopter orbiting the crash site spitfire zero one
1615
1616

1616:39 UNK spitfire one you tally the cessna on your right nine

1616:45 SPTFR01 affirm
1617
1618
1619

1619:55 C6562 charleston approach coast guard six five six two

1620:00 WEST coast guard six five six two charleston

1620:02 C6562 approach six two roger your pilot is enroute to ah medical care with the ground crew ah we're requesting a direct to j z i from present position over

1620:11 WEST coast guard six five six two they're with a a ground vehicle you said

1620:16 C6562 affirm uh we had our guy check him out no injury *(and) uh he's alright *(unintelligible)

1620:23 WEST coast guard six five six two thanks a lot for your help we appreciate it you can proceed as requested
1621
(1622-1650)
1651

End of Transcript

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*This portion of the copy of the recording is not entirely clear, but this represents the best interpretation possible under the circumstances.

SECTION 11.
FAA Form(s) 8020-3, Facility Accident/Incident Notification Record



FACILITY ACCIDENT/INCIDENT NOTIFICATION RECORD

Aircraft Identification
DEATH
 Date
7/7/15
 Airport
 MKS

The order and number of calls will be determined by the situation involved.

	Phone No.	Time	Initials	
			Caller	Recipient
Airport Emergency Equipment	Emergency/Crash Phone	1503	KY	
Additional Emergency Equipment	(843) 761-9000 911	1505	104	
Search and Rescue	Same as above			
*Washington Operations Center (WOC)	(202) 267-3333			
Region Operations Center (ROC)	(404) 305-5180 (404) 305-5154 FAX			
Domestic Events Network (DEN)		1510	104	
Air Traffic Manager Stephanie Faison		1500		
Flight Standards District Office (FSDO) FSDO-13 Columbia, SC	(803) 765-5931			
System Safety Investigations				
National Transportation Safety Board (NTSB)	(202) 314-6290			
System Maintenance Organization Manager Steve Reisch	(843) 414-2850			
Law Enforcement Berkeley County Sheriff/Emergency Services	(843) 723-3800			
National Weather Service (NWS) (National Climatic Data Center)	(828) 271-4800			
Military Authority				
Airport Authority				
Aircraft Operator				
Operational Control Center (OCC)				
FLM: Todd Kravchuk				
FLM: Christopher Mason				
FLM: Kali Young				
Support Specialist: John Gilliard				
Support Specialist: Jose Ruiz				
United States Coast Guard	(843) 740-7050			
Potomac Consolidated Flight Service Station	(703) 724-4288 (877) 487-6867			
Southern Skies District Manager				
Moncks Corner Police Department	(843) 719-7930			

Form Updated by (Name, Title, Facility): John E. Gilliard III, Staff Specialist, CHS ATCT Date: 07/01/2015
 *Accidents requiring telephone notification to Washington shall be made immediately following notification for emergency equipment and/or search and rescue.

FAA Form 8020-3 (12-10) Supersedes Previous Edition

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SECTION 12.
Weather Products


Charleston (SC) ATCT

Weather Products 7/7/2015 UTC

METAR KMKS 071455Z AUTO 00000KT 10SM SCT026 30/22 A3015 RMK AO2

METAR KMKS 071515Z AUTO 00000KT 7SM CLR 31/22 A3015 RMK AO2

I certify the attached copy of the METARSS originated from the APG-link to archived weather is an accurate copy of the original.



John E. Gilliard III
Staff Support Specialist
Charleston (SC) ATCT

FORM CD-64
(REVISED)
Prescribed By
D.A.O. 201-17

U.S. DEPARTMENT OF COMMERCE
Asheville, N.C.

I CERTIFY that the attached are authentic and true copies of meteorological records on file in the NATIONAL CENTERS FOR ENVIRONMENTAL INFORMATION, ASHEVILLE, NORTH CAROLINA.

[Redacted Signature]

NANCY A. RITCHEY
RECORDS CUSTODIAN
DATA ADMINISTRATOR
(Official Title)

.....

I HEREBY CERTIFY that NANCY A. RITCHEY, RECORDS CUSTODIAN, who signed the foregoing certificate, is now, and was at the time of signing, DATA ADMINISTRATOR, NATIONAL CENTERS FOR ENVIRONMENTAL INFORMATION, and that full faith and credit should be given his certificate as such. I further state that I am the person to whom the said custodian reports.

IN WITNESS WHEREOF, I have hereunto subscribed my name and caused the seal of the Department of Commerce to be affixed
on this date: JUL 09 2015

For the SECRETARY OF COMMERCE:

[Redacted Signature]

THOMAS R. KARL
DIRECTOR
NATIONAL CENTERS FOR
ENVIRONMENTAL INFORMATION
(Certifying Officer)



QUALITY CONTROLLED LOCAL
CLIMATOLOGICAL DATA
(final)
HOURLY OBSERVATIONS TABLE
BERKELEY COUNTY AIRPORT (00191)
MONCK'S CORNER, SC
(07/2015)

National Climatic Data Center
Federal Building
151 Patton Avenue
Asheville, North Carolina 28801

Elevation: 73 ft. above sea level
Latitude: 33.183
Longitude: -80.033
Data Version: VER2

Date	Time (LST)	Station Type	Sky Conditions	Visibility (SM)	Weather Type	Dry Bulb Temp		Wet Bulb Temp		Dew Point Temp		Rel Humd %	Wind Speed (MPH)	Wind Dir	Wind Gusts (MPH)	Station Pressure (in hg)	Press Tend	Net 3-hr Chg (mb)	Sea Level Pressure (in hg)	Report Type	Precip Total (in)	Alti-meter (in hg)
						(F)	(C)	(F)	(C)	(F)	(C)											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
07	0015	0	CLR	7 00		75	24 0	73	22 7	72	22 0	90	0	000		30 01		M	AA		30 09	
07	0035	0	CLR	10 00		75	24 0	73	22 7	72	22 0	90	0	000		30 02		M	AA		30 10	
07	0055	0	CLR	10 00		75	24 0	73	22 7	72	22 0	90	0	000		30 02		M	AA		30 10	
07	0115	0	CLR	7 00		75	24 0	73	22 7	72	22 0	90	0	000		30 02		M	AA		30 10	
07	0135	0	CLR	7 00		75	24 0	73	22 7	72	22 0	90	0	000		30 03		M	AA		30 11	
07	0155	0	CLR	7 00		73	23 0	72	22 4	72	22 0	97	0	000		30 02		M	AA		30 10	
07	0215	0	CLR	7 00		75	24 0	73	22 7	72	22 0	90	0	000		30 02		M	AA		30 10	
07	0235	0	CLR	7 00		75	24 0	73	22 7	72	22 0	90	0	000		30 03		M	AA		30 10	
07	0255	0	CLR	7 00		73	23 0	72	22 4	72	22 0	97	0	000		30 03		M	AA		30 11	
07	0315	0	CLR	7 00		73	23 0	72	22 4	72	22 0	97	0	000		30 03		M	AA		30 11	
07	0335	0	CLR	5 00	BR	73	23 0	72	22 4	72	22 0	97	0	000		30 03		M	AA		30 11	
07	0355	0	CLR	5 00	BR	73	23 0	71	21 6	70	21 0	90	0	000		30 03		M	AA		30 11	
07	0415	0	CLR	7 00		73	23 0	71	21 6	70	21 0	90	0	000		30 03		M	AA		30 11	
07	0435	0	CLR	5 00	BR	72	22 0	71	21 4	70	21 0	93	0	000		30 03		M	AA		30 11	
07	0455	0	CLR	7 00		72	22 0	71	21 4	70	21 0	93	0	000		30 03		M	AA		30 11	
07	0515	0	CLR	5 00	BR	72	22 0	71	21 4	70	21 0	93	0	000		30 04		M	AA		30 12	
07	0535	0	CLR	5 00	BR	72	22 0	71	21 4	70	21 0	93	0	000		30 05		M	AA		30 13	
07	0555	0	CLR	5 00	BR	73	23 0	71	21 6	70	21 0	90	0	000		30 05		M	AA		30 13	
07	0615	0	CLR	7 00		75	24 0	73	22 7	72	22 0	90	0	000		30 06		M	AA		30 14	
07	0635	0	CLR	10 00		75	24 0	74	23 1	73	23 0	94	0	000		30 06		M	AA		30 14	
07	0655	0	CLR	7 00		77	25 0	74	23 4	73	23 0	88	3	230		30 07		M	AA		30 15	
07	0715	0	CLR	10 00		79	26 0	74	23 4	72	22 0	79	3	210		30 07		M	AA		30 15	
07	0735	0	CLR	10 00		81	27 0	75	23 8	72	22 0	74	3	220		30 08		M	AA		30 16	
07	0755	0	CLR	10 00		81	27 0	75	23 8	72	22 0	74	3	210		30 08		M	AA		30 16	
07	0815	0	CLR	7 00		82	28 0	76	24 3	73	23 0	74	3	220		30 08		M	AA		30 16	
07	0835	0	CLR	10 00		82	28 0	75	23 9	72	22 0	72	0	000		30 08		M	AA		30 16	
07	0855	0	CLR	10 00		84	29 0	76	24 2	72	22 0	67	0	000		30 08		M	AA		30 16	
07	0915	0	CLR	10 00		86	30 0	76	24 6	72	22 0	63	0	000		30 08		M	AA		30 16	
07	0935	0	CLR	10 00		86	30 0	76	24 6	72	22 0	63	0	000		30 08		M	AA		30 16	
07	0955	0	SCT026	10 00		86	30 0	76	24 6	72	22 0	63	0	000		30 07		M	AA		30 16	
07	1015	0	CLR	7 00		88	31 0	77	24 9	72	22 0	59	0	000		30 07		M	AA		30 15	
07	1035	0	SCT032	7 00		88	31 0	77	24 9	72	22 0	59	6	140		30 07		M	AA		30 15	
07	1055	0	SCT034	10 00		90	32 0	76	24 5	70	21 0	52	6	150		30 07		M	AA		30 15	

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07	1115	0	CLR	7 00		88	31	0	76	24	2	70	21	0	55	14	240	30 07			M	AA	0.44	30 15
07	1135	0	M	0 75	VCTSRA	77	25	0	70	21	0	66	19	0	69	0	000	30 08			M	AA	0.44	30 16
07	1155	0	M	10 00	VCTS	79	26	0	74	23	4	72	22	0	79	0	000	30 06			M	AA	0.44	30 14
07	1215	0	CLR	10 00		82	28	0	76	24	3	73	23	0	74	3	040	30 06			M	AA		30 14
07	1235	0	CLR	10 00		86	30	0	77	24	9	73	23	0	65	0	000	30 05			M	AA		30 13
07	1255	0	CLR	10 00		90	32	0	77	25	2	72	22	0	56	3	230	30 05			M	AA		30 13
07	1315	0	CLR	10 00	VCTS	86	30	0	75	23	9	70	21	0	59	0	000	30 04			M	AA		30 12
07	1335	0	CLR	10 00	VCTS	86	30	0	76	24	6	72	22	0	63	7	150	30 04			M	AA		30 12
07	1355	0	CLR	10 00	TS	84	29	0	76	24	2	72	22	0	67	7	140	30 05			M	AA		30 13
07	1415	0	CLR	7 00	VCTS	84	29	0	76	24	2	72	22	0	67	5	150	30 04			M	AA		30 12
07	1435	0	CLR	10 00	TS	84	29	0	76	24	2	72	22	0	67	8	180	30 04			M	AA		30 12
07	1455	0	SCT033	10 00	TS	81	27	0	75	23	7	72	22	0	74	6	220	30 05			M	AA		30 13
07	1515	0	SCT033	7 00	TS	81	27	0	75	23	7	72	22	0	74	6	230	30 04			M	AA		30 12
07	1535	0	CLR	10 00	-DZ	79	26	0	74	23	4	72	22	0	79	3	220	30 04			M	AA		30 12
07	1555	0	CLR	10 00		77	25	0	74	23	1	72	22	0	85	5	210	30 04			M	AA		30 12
07	1615	0	CLR	7 00		79	26	0	74	23	4	72	22	0	79	8	190	30 03			M	AA		30 11
07	1635	0	CLR	7 00		81	27	0	75	23	7	72	22	0	74	5	190	30 03			M	AA		30 11
07	1655	0	CLR	10 00		81	27	0	75	24	1	73	23	0	77	3	210	30 03			M	AA		30 11
07	1715	0	CLR	10 00		81	27	0	75	24	1	73	23	0	77	5	200	30 03			M	AA		30 11
07	1735	0	CLR	7 00		81	27	0	75	24	1	73	23	0	77	5	180	30 03			M	AA		30 11
07	1755	0	CLR	7 00		81	27	0	M	M		73	23	0	M	5	200	M			M	AA		30 11
07	1815	0	CLR	10 00		81	27	0	M	M		73	23	0	M	5	170	M			M	AA		30 11
07	1835	0	CLR	10 00		81	27	0	M	M		73	23	0	M	3	190	M			M	AA		30 11
07	1855	0	CLR	10 00		81	27	0	75	24	1	73	23	0	77	6	200	30 03			M	AA		30 11
07	1915	0	CLR	10 00		81	27	0	75	24	1	73	23	0	77	0	000	30 03			M	AA		30 11
07	1935	0	CLR	10 00		81	27	0	75	24	1	73	23	0	77	3	200	30 04			M	AA		30 12
07	1955	0	CLR	10 00		79	26	0	75	23	8	73	23	0	82	3	210	30 04			M	AA		30 12
07	2015	0	CLR	10 00		79	26	0	75	23	8	73	23	0	82	3	210	30 05			M	AA		30 13
07	2035	0	CLR	7 00		79	26	0	75	23	8	73	23	0	82	0	000	30 05			M	AA		30 13
07	2055	0	CLR	10 00		79	26	0	75	23	8	73	23	0	82	0	000	30 06			M	AA		30 14
07	2115	0	CLR	10 00		79	26	0	75	23	8	73	23	0	82	0	000	30 07			M	AA		30 15
07	2135	0	CLR	10 00		77	25	0	74	23	4	73	23	0	88	0	000	30 07			M	AA		30 15
07	2155	0	CLR	10 00		77	25	0	74	23	4	73	23	0	88	0	000	30 07			M	AA		30 15
07	2215	0	CLR	7 00		77	25	0	74	23	4	73	23	0	88	0	000	30 07			M	AA		30 15
07	2235	0	CLR	7 00		77	25	0	74	23	4	73	23	0	88	0	000	30 07			M	AA		30 15
07	2255	0	CLR	10 00		77	25	0	74	23	4	73	23	0	88	0	000	30 07			M	AA		30 15
07	2315	0	CLR	7 00		77	25	0	74	23	4	73	23	0	88	0	000	30 08			M	AA		30 16
07	2335	0	CLR	10 00		77	25	0	74	23	4	73	23	0	88	0	000	30 07			M	AA		30 15
07	2355	0	CLR	10 00		77	25	0	74	23	4	73	23	0	88	0	000	30 07			M	AA		30 15

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SECTION 13.

Other

UTC (Zulu) Time Conversion Chart

UTC (Zulu)	PST/ ALDT	PDT/ MST	MDT/ CST	CDT/ EST	EDT/ AST	ALST	HST	UTC (Zulu)	PST/ ALDT	PDT/ MST	MDT/ CST	CDT/ EST	EDT/ AST	ALST	HST
0000*	1600	1700	1800	1900	2000	1500	1400								
0100	1700	1800	1900	2000	2100	1600	1500	1300	0500	0600	0700	0800	0900	0400	0300
0200	1800	1900	2000	2100	2200	1700	1600	1400	0600	0700	0800	0900	1000	0500	0400
0300	1900	2000	2100	2200	2300	1800	1700	1500	0700	0800	0900	1000	1100	0600	0500
0400	2000	2100	2200	2300	0000*	1900	1800	1600	0800	0900	1000	1100	1200	0700	0600
0500	2100	2200	2300	0000*	0100	2000	1900	1700	0900	1000	1100	1200	1300	0800	0700
0600	2200	2300	0000*	0100	0200	2100	2000	1800	1000	1100	1200	1300	1400	0900	0800
0700	2300	0000*	0100	0200	0300	2200	2100	1900	1100	1200	1300	1400	1500	1000	0900
0800	0000*	0100	0200	0300	0400	2300	2200	2000	1200	1300	1400	1500	1600	1100	1000
0900	0100	0200	0300	0400	0500	0000*	2300	2100	1300	1400	1500	1600	1700	1200	1100
1000	0200	0300	0400	0500	0600	0100	0000*	2200	1400	1500	1600	1700	1800	1300	1200
1100	0300	0400	0500	0600	0700	0200	0100	2300	1500	1600	1700	1800	1900	1400	1300
1200	0400	0500	0600	0700	0800	0300	0200	2400	1600	1700	1800	1900	2000	1500	1400

*0000 and 2400 are interchangeable.

2400 is associated with the date of the day ending, 0000 with the day just starting.

UTC = Coordinated Universal Time, or **Zulu**
PST = Pacific Standard Time (UTC - 8 hours)
ALDT = Alaskan Daylight Time (UTC - 8 hours)
PDT = Pacific Daylight Time (UTC - 7 hours)
MST = Mountain Standard Time (UTC - 7 hours)
MDT = Mountain Daylight Time (UTC - 6 hours)
CST = Central Standard Time (UTC - 6 hours)
CDT = Central Daylight Time (UTC - 5 hours)
EST = Eastern Standard Time (UTC - 5 hours)
EDT = Eastern Daylight Time (UTC - 4 hours)
AST = Atlantic Standard Time (UTC - 4 hours)
ALST = Alaskan Standard Time (UTC - 9 hours)
HST = Hawaiian Standard Time (UTC - 10 hours)
