

Brannen John

From: [REDACTED]
Sent: Wednesday, September 28, 2016 2:16 PM
To: Brannen John
Subject: FW: KVBT Statement

John,

Didn't know if they sent this to you as well but here is a statement from the people in the C-414 aircraft.

Thanks Again,

MATTHEW J. DISCH
AVIATION SAFETY INSPECTOR – OPERATIONS
LITTLE ROCK FLIGHT STANDARDS DISTRICT OFFICE
1701 BOND STREET
LITTLE ROCK, AR 72202
OFFICE [REDACTED]
FAX [REDACTED]
[REDACTED]



From: Doug Cox [REDACTED]
Sent: Tuesday, September 27, 2016 8:14 PM
To: Disch, Matthew (FAA)
Subject: KVBT Statement

The statement you requested of Mr. Dodd has been review and is considered to be accurate.

On the morning of 8/31/2016, Razorback approach gave us a frequency change to the common traffic advisory frequency 122.8 for KVBT and to remain on present code. After the handoff, appropriate radio

calls were made with the intention of landing runway 36 KVBT. Razorback approach had advised no traffic observed at KVBT and no other radio transmissions were heard from the time of the handoff to landing at KVBT. After landing on the first third of runway 36, an aircraft appeared to be at the end of runway 18. On rollout, while decelerating, it appeared the other aircraft turned around and began taking off runway 18. Another radio call was made by us announcing our aircraft is on the runway. As the departing aircraft accelerated and approached, we continued to decelerate and moved to the right. The departing aircraft moved to the left following our move to the right, which created a head-on situation. We didn't know whether to move left or right. This is when we believe the departing aircraft finally saw our aircraft. The departing aircraft appeared to add more power and roll left over the grass. We came to a stop. The departing aircraft was then airborne over the grass and continued on a course to the left. There was a nose pitch up followed by a nose pitch down, followed by a second nose pitch up followed by a nose pitch down, then the aircraft rolled to the left and contacted the hangar. We cleared the runway and called 911.