

From: [REDACTED]
To: [REDACTED]
Subject: Re: Please respond with a narrative of your experience of Wednesday morning.
Date: Monday, November 14, 2022 1:23:18 PM

Jerome H. Sveeggen,

As per our conversation on the phone, here is my recollection of experience on Wednesday am Nov. 9, 2022.

I am a captain for Baron Aviation Svcs flying a C208B carrying Fed Ex overnight freight. I am an ATP with over 25,000 hrs. Flying this route between LBF/OMA/LBF since 1998 and in Nebraska overnight freight into OMA since 1987.

That morning I was next for the approach into LBF after the accident. The only communication I heard from previous aircraft was an approach clearance response. Nothing on CTAF. Denver center had not received a cancellation from said aircraft so I was cleared to hold over the initial approach fix (AJCIZ), for RNAV 30, . WX at the time was reported 200/ 1 or 2 miles vis. Surface wind NNE 5-10 kts Getting wx enroute it was reported with light freezing rain, then no FZR. winds aloft for the entire trip were SSW 50-60kts at 8000 ft. Tops at LBF were between 7500-7900ft. Temp +8 to +10C with cumulus type cloud tops. With my experience I was anticipating a very turbulent approach with extreme tailwind with a high possibility of icing down to minimums. A Very demanding approach. As the previous aircraft could not be accounted for and after I completed 2 holding loops and wx reporting of off and on light freezing precip, I diverted to MCK. VFR conditions as the stationary front lay just south of LBF.

As I recall the terminal forecasts were somewhat behind the actual conditions and they didn't reflect the conditions until after 12pm. The front had moved through faster than expected.

A t 1230 pm I left MCK for LBF. Temperature in MCK 80F, LBF 36F. still 200ft ceiling 2+ vis. The winds aloft were the same on that trip, but cloud tops were very much lower, @ 4200MSL.

On this approach very strong SSW wind 35-45 kts.aloft, surface winds still NNE <10. As anticipated I experienced very fast groundspeeds and therefore high descent rates to stay on glideslope. Not until about 700-500ft AGL did the wind start to swing first SE 15kts then slowly to the north at touchdown. A very very demanding approach even with autopilot flying. This approach I experienced only light occasional moderate turbulence because of the lower different cloud formations. In my extensive experience of flying in all types of wx in Nebraska, this was a very rare type of wx situation, but one that can arise in our part of the country. One I won't soon forget, especially with the accident proceeding my arrival.

If you would like anything else from me, please feel free to reach out .

Sincerely,
Jeff Staggs

On Mon, Nov 14, 2022 at 10:46 AM Sveeggen, Jerome H (FAA) [REDACTED] >
wrote:

Jeff,

As we spoke on the phone, please respond with a narrative of your experience of Wednesday morning.