

PILOT'S INITIAL STATEMENT

"My name is Junior Gedeon student Pilot at Savannah Aviation. On October 9th 2021 around 5:00 pm I left Savannah Aviation headed to Statesboro airport. I arrived there and landed safe but on my way to Statesboro i encountered some light rain. I arrived at Statesboro airport and landed safely. I advised my instructor that I arrived at Statesboro airport he said good come back when I feel safe. I waited couple minutes until it was clear and I made the call that I'm about to depart runway 14 and I did not hear no one on the radio. I line up in runway 14 and head back to Savannah as I took off I saw the big cloud I was about 500 feet in the air and I felt like it was not safe to fly back to Savannah and I made the call sign left crosswind runway 14, left downwind runway 14, left base runway 14 and final and I overshoots runway 14 (my target) and I was trying to land about in 1/3 of the runway than that's when I saw the twin engine coming right towards me and I did what I was instructed to do in a situation like this I turned right and he turned right as well and I panicked and I ended up in the grass."

[REDACTED]
Junior Gedeon
Pilot in Command

ADDITIONAL DETAILS PER DISCUSSION WITH PIC:

Pilot in Command (PIC) departed KSAV approx 5:00pm EDT on a solo flight to KTBR landing on runway 32. PIC landed safely and shortly after departed for KSAV on runway 14 as the most direct path to KSAV. Runway 14 has a 0.4% down slope to the southeast. Weather was VFR conditions with partly cloudy skies and winds from a northerly direction <10 knots (exact AWOS reported weather at time of incident is unknown). On takeoff, PIC saw a pop up storm cloud in his path with no discernable way around. For safety, PIC returned to KTBR via left traffic pattern runway 14. PIC was broadcasting his position on CTAF 122.725 and did not hear any other traffic in the area. PIC overshoot the base to final leg on a higher than normal approach and maneuvered for a landing halfway down runway 14 (approx. 3000' remaining) at a speed of approx 60 KIAS. Prior to touchdown, PIC observed a previously unseen blue and white twin engine aircraft airborne and heading straight towards him on runway 32. PIC immediately veered to the right to avoid a collision and maneuvered back to centerline landing with approximately 1000' remaining runway. The PIC decided not to fly away to attempt another landing as he did not feel the aircraft had sufficient lift to avoid obstacles ahead of him. Due to the shock of nearly hitting another aircraft, the PIC departed the end of runway 14 with no braking or power reduction. Aircraft continued off the runway, down an embankment, through an airport perimeter fence, past an irrigation ditch, coming to rest on Mill Creek Road. PIC immediately exited the aircraft and contacted his flight instructor as well as 911.

[REDACTED]
Joe Rodríguez. CFI, CFII, MEI
PIC's Flight Instructor